



DESIGN COMMISSION
MONDAY, AUGUST 28, 2017 AT 6:00 PM
 AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101
 301 W. SECOND STREET, AUSTIN, TEXAS 78701

Commission Members

- | | |
|---|--|
| _____ David Carroll, Chair (District 1) | _____ Aan Coleman (District 8) |
| _____ Martha Gonzalez, Vice-Chair (District 2) | _____ Beau Frail (District 6) |
| | _____ Samuel Franco (District 3) |
| | _____ Katie Halloran (District 7) |
| | _____ Melissa Henao-Robledo (District 5) |
| | _____ Conor Kenny (District 4) |
| | _____ Ben Luckens (District 10) |
| City of Austin Planning & Zoning Staff | _____ Evan Taniguchi (Mayor) |
| _____ Katie Mulholland, Executive Liaison | _____ Bart Whatley (District 9) |
| _____ Nichole Koerth, Staff Liaison | |

AGENDA

Please note: Posted times are for time-keeping purposes only. The Commission may take any item(s) out of order and no express guarantee is given that any item(s) will be taken in order or at the time posted.

	Approx. time
CALL TO ORDER AND ROLL CALL	6:00 PM
1. CITIZEN COMMUNICATION: GENERAL a. The first five speakers signed up prior to the meeting being called to order will each be allowed a three-minute allotment to address their concerns regarding items <u>not</u> posted on the agenda (15 mins.);	6:05 PM
2. MEETING MINUTES a. Discussion and possible action on the July 24, 2017 meeting minutes (10 mins.);	6:20 PM
3. NEW BUSINESS (Discussion and Possible Action): a. Discussion and possible action on the right of way vacation request from the Domestic & Foreign Missionary Society of The Protestant Episcopal Church in the USA, for the entire downtown alley of E. 7 th St. located between Neches St. and Trinity St., seeking a recommendation of support to Director of the Office of Real Estate Services per LDC § 14-11-73 (Representative: Leah Bojo , Drenner Group, PC) (45 mins.); b. Staff presentation, discussion and possible action on Downtown Density Bonus requirements and program outcomes (Katie Mulholland and Anne Milne , COA Planning & Zoning) (30 mins.);	6:30 PM

4. OLD BUSINESS (Discussion and Possible Action): <ul style="list-style-type: none"> a. Discussion and possible action on CodeNEXT’s draft code, maps, and processes (Chair D. Carroll) (20 mins.); b. Discussion and possible action on upgrading and incorporating infrastructure into the Urban Design Guidelines as directed by Council Resolution 20120816-060 (Chair D. Carroll) (20 mins.); 	8:15 PM
5. COMMITTEE AND LIAISON REPORTS (Discussion and Possible Action): <ul style="list-style-type: none"> a. Liaison Reports (5 mins.); b. Appointment of Committee/Working Group members by Chair; 	8:25 PM
6. STAFF BRIEFINGS: <ul style="list-style-type: none"> a. None 	8:30 PM
7. FUTURE AGENDA ITEMS: <ul style="list-style-type: none"> a. City of Austin’s tree funding & standards (tentatively Oct.) b. Staff presentation on Municipal Buildings resolution and requirements and update on Shipe Park and Onion Creek Fire & EMS Station (tentatively Oct.) c. Downtown Parking Strategy by Downtown Austin Alliance (tentatively fall) 	8:30 PM
8. ANNOUNCEMENTS: <ul style="list-style-type: none"> a. Chair Announcements; b. Items from Commission Members; c. Items from City Staff; 	8:35 PM
ADJOURNMENT	8:45 PM

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Meeting locations are planned with wheelchair access. If requiring Sign Language Interpreters or alternative formats, please give notice at least 2 days before the meeting date. Please contact Nichole Koerth in the Planning and Zoning Department at nichole.koerth@austintexas.gov or (512) 974-2752, for additional information. TTY users route through Relay Texas at 711.

Design Commission: Committees, Working Groups, and Liaisons

Committees

1. Executive Committee: D. Carroll (Chair), M. Gonzalez (Vice Chair)

Working Groups

1. Planning & Urban Design Working Group: E. Taniguchi, B. Whatley, A. Coleman, D. Carroll
2. Architecture & Development Working Group: B. Whatley, M. Gonzalez, D. Carroll, B. Frail
3. Landscape & Infrastructure Working Group: S. Franco, M. Henao-Robledo, A. Coleman, K. Halloran
4. Public Engagement Working Group: B. Luckens, S. Franco, M. Henao-Robledo, C. Kenny
5. CodeNEXT Working Group: D. Carroll, M. Gonzalez

Liaisons

1. Downtown Commission Liaison / Downtown Austin Plan: M. Henao-Robledo

Representatives

1. South Central Waterfront Advisory Board: S. Franco

Staff to Design Commission

City of Austin, Planning and Zoning Department, Urban Design Division
One Texas Center, 505 Barton Springs Rd., 5th floor, Austin, TX 78704

Executive Liaison: Katie.Mulholland@austintexas.gov (512) 974-3362

Staff Liaison: Nichole.Koerth@austintexas.gov (512) 974-2752

Downtown Density Bonus Liaison: Anne.Milne@austintexas.gov (512) 974-2868

Acting City Architect: Raymundo.Minjarez@austintexas.gov (512) 974-1618

Resources

1. Urban Design Guidelines for Austin:
http://www.austintexas.gov/sites/default/files/files/Boards_and_Commissions/Design_Commission_urban_design_guidelines_for_austin.pdf
2. Design Commission backup :
http://www.austintexas.gov/cityclerk/boards_commissions/meetings/22_1.htm
3. Downtown Density Bonus program
https://www.municode.com/library/tx/austin/codes/land_development_code?nodeId=TIT25_LADE_CH25-2ZO_SUBCHAPTER_CUSDERE_ART3ADRECEDI_SPAGERE_S25-2-586DODEBOP



**DESIGN COMMISSION
MONDAY, JULY 24, 2017 6:00 PM
AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101
301 W. SECOND STREET, AUSTIN, TEXAS 78701**

Meeting Minutes

Call to order by: **Chair David Carroll at 6:06 pm.**

Roll Call: **C. Kenny arrived at 6:40 pm. K. Halloran and A. Coleman not present.**

1. CITIZEN COMMUNICATION: **None.**

2. MEETING MINUTES (Discussion and Possible Action):

a. Discussion and possible action on the **June 26, 2017** meeting minutes;

The motion to approve the minutes as drafted made by S. Franco; second by M. Gonzalez; was approved on a unanimous vote of [8-0]; C. Kenny, K. Halloran and A. Coleman not present.

3. NEW BUSINESS (Discussion and Possible Action):

a. Discussion and possible action on the 3rd and Colorado design development submittal, located at 300 Colorado Street, seeking review for substantial compliance with the Urban Design Guidelines for Austin in accordance with the first Gatekeeper requirement of LDC 25-2-586 for the Downtown Density Bonus Program ([Michael Whellan](#), Graves Dougherty Hearon & Moody) (45 mins.);

Barrett Lepore (GDA Architects) introduced Scott Krieger and Mark Sullivan who presented.

The motion to adopt the recommendation letter of the Working Group that finds the project substantially compliant with the Urban Design Guidelines was made by B. Whatley; second by E. Taniguchi. The motion passed on a vote of [8-1]. M. Henao-Robledo voted against; K. Halloran and A. Coleman not present.

b. Briefing, discussion and possible action Briefing, discussion and possible action on **current Downtown Density Bonus requirements** ([Katie Mulholland](#) and [Anne Milne](#), COA Planning & Zoning) (30 mins.);

Katie Mulholland presented with the help of Anne Milne (COA- Planning & Zoning).

No formal action taken by the Commission.

4. OLD BUSINESS (Discussion and Possible Action):

- a. Discussion and possible action on **CodeNEXT's** draft code, maps, and processes (Chair Carroll)

The motion to approve the CodeNEXT Working Group's memo with edits] and send them to CodeNEXT made by B. Frail; second by M. Gonzalez. The motion passed on a unanimous vote of [9-0]. K. Halloran and A. Coleman not present.

- b. Discussion and possible action on the **Infrastructure Design Guidelines** as directed by City Council Resolution No. 20120816-060 (Chair Carroll)

The Architecture and Development Working Group met and quickly realized there were limited opportunities to incorporate infrastructure into the "Guidelines for Buildings" so they're focusing on creating a separate "Buildings as Infrastructure" section (e.g., pump house, chiller station) and adding applicable, existing Urban Design Guidelines. Their goal is to use the same language and stay at the same high level. E. Taniguchi clarified that it was buildings within the public realm.

The Architecture and Development Working Group recommended creating a new Infrastructure Chapter and adding the "Buildings as Infrastructure" section (and sections from the other Working Groups) to it. The Infrastructure Chapter would include applicable Urban Design Guidelines and use the same structure.

The Chair reiterated that the goal is for the Working Groups to meet and prepare guidelines for their assigned section to discuss at the August 28 meeting.

No formal action taken by the Commission.

5. COMMITTEE AND WORKING GROUP REPORTS (Discussion and Possible Action)

- a. Liaison Reports:

M. Henao-Robledo was unable to attend the Downtown Commission meeting, but saw they had a presentation by the Downtown Austin Alliance (DAA) regarding parking. She will review to see if the Design Commission would like to get the presentation. E. Taniguchi suggested reviewing the recording before inviting them.

S. Franco reported that he attended the first South Central Waterfront Advisory Board meeting, which was mostly housekeeping, including election of officers and setting the meeting dates.

No action taken by the Commission.

- b. Appointment of Committee/Working Group members by Chair: **None**

6. STAFF BRIEFINGS: **None**

7. FUTURE AGENDA ITEMS:

- a. Density Bonus summary of program outcomes (tentatively Aug. 28)
- b. City of Austin's tree funding & standards (tentatively late summer/early fall)
- c. Shipe Park and Onion Creek Fire & EMS Station (tentatively early fall)

8. ANNOUNCEMENTS

a. Chair Announcements: **None**

b. Items from Commission Members:

E. Taniguchi suggested watching the documentary film *Citizen Jane* about Jane Jacobs.

c. Items from City Staff: **None**

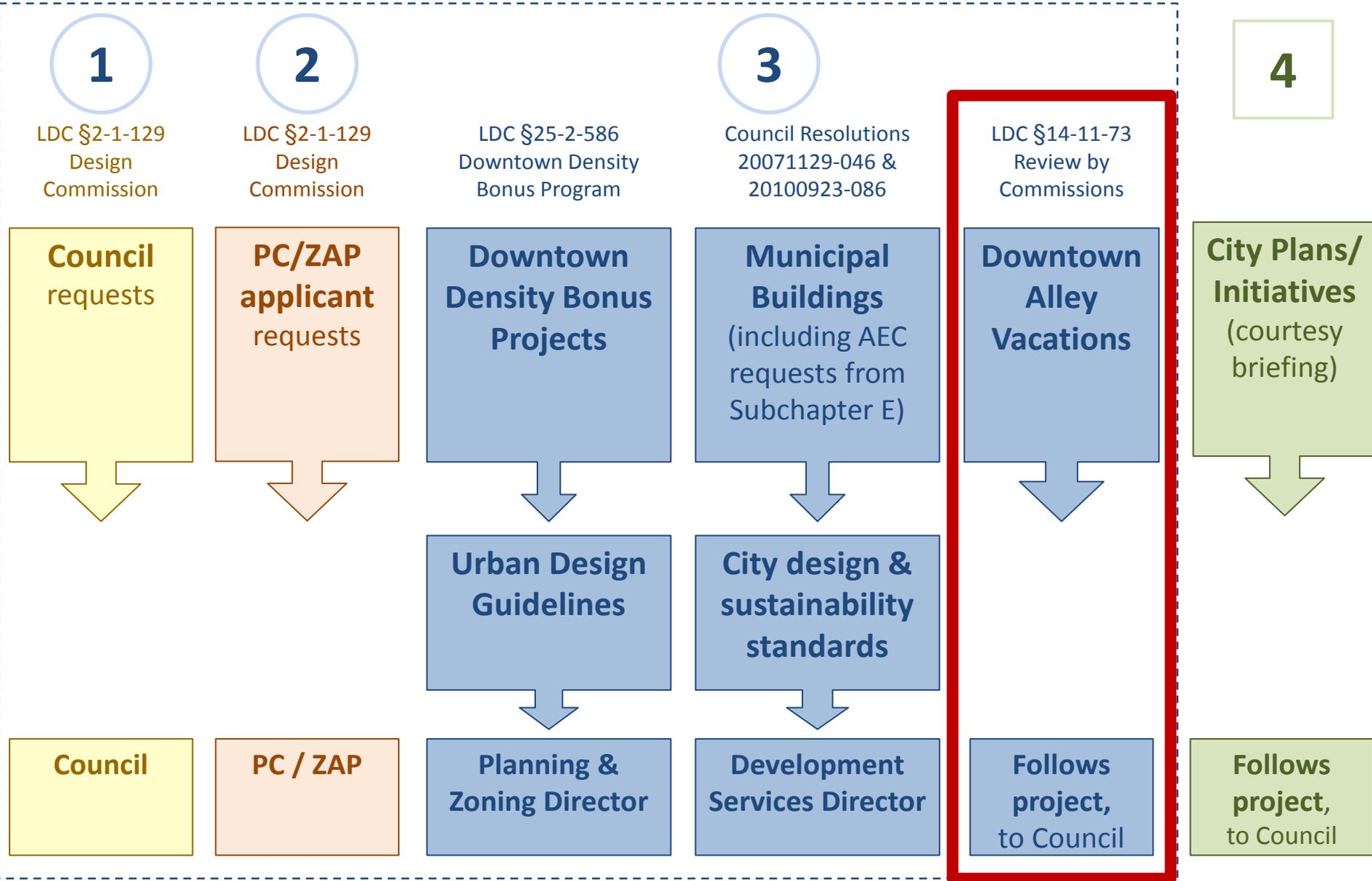
ADJOURNMENT by consensus at: 8:31 pm.

Downtown Alley Vacations

Overview & Introduction



Design Commission: Projects Reviewed



Code: Downtown Alley Vacations

CHAPTER 14-11. - USE OF RIGHT-OF-WAY.

Division 5. - Vacation of Public Right-of-Way.

§ 14-11-72 - APPLICATION APPROVAL.



- (A) The director of the Public Works Department shall act on an application for the vacation of a public right-of-way.
- (B) The director of the Public Works Department may approve an application for the vacation of a public right-of-way unless the director of the Public Works Department determines that the right-of-way serves a present or future public purpose.
- (C) The director of the Public Works Department shall consider the following in making a determination on an application for the vacation of public right-of-way:
- 1 the recommendation of each commission provided under [Section 14-11-73](#) (*Review By Commissions*); and
 - 2 the comments of a property owner provided under [Section 14-11-71](#) (*Notice To Interested Property Owners*); and
 - 3 other information determined to be relevant by the director of the Public Works Department.
- (D) The director of the Public Works Department shall notify the applicant of the approval or denial of the application in writing.

Source: 1992 Code Section 15-12-72; Ord. 031204-12; Ord. 031211-11.

Code: Downtown Alley Vacations

§ 14-11-73 - REVIEW BY COMMISSIONS.



(A) If the director of the Public Works Department determines that the right-of-way serves no present or future public purpose, the director shall forward the application to:

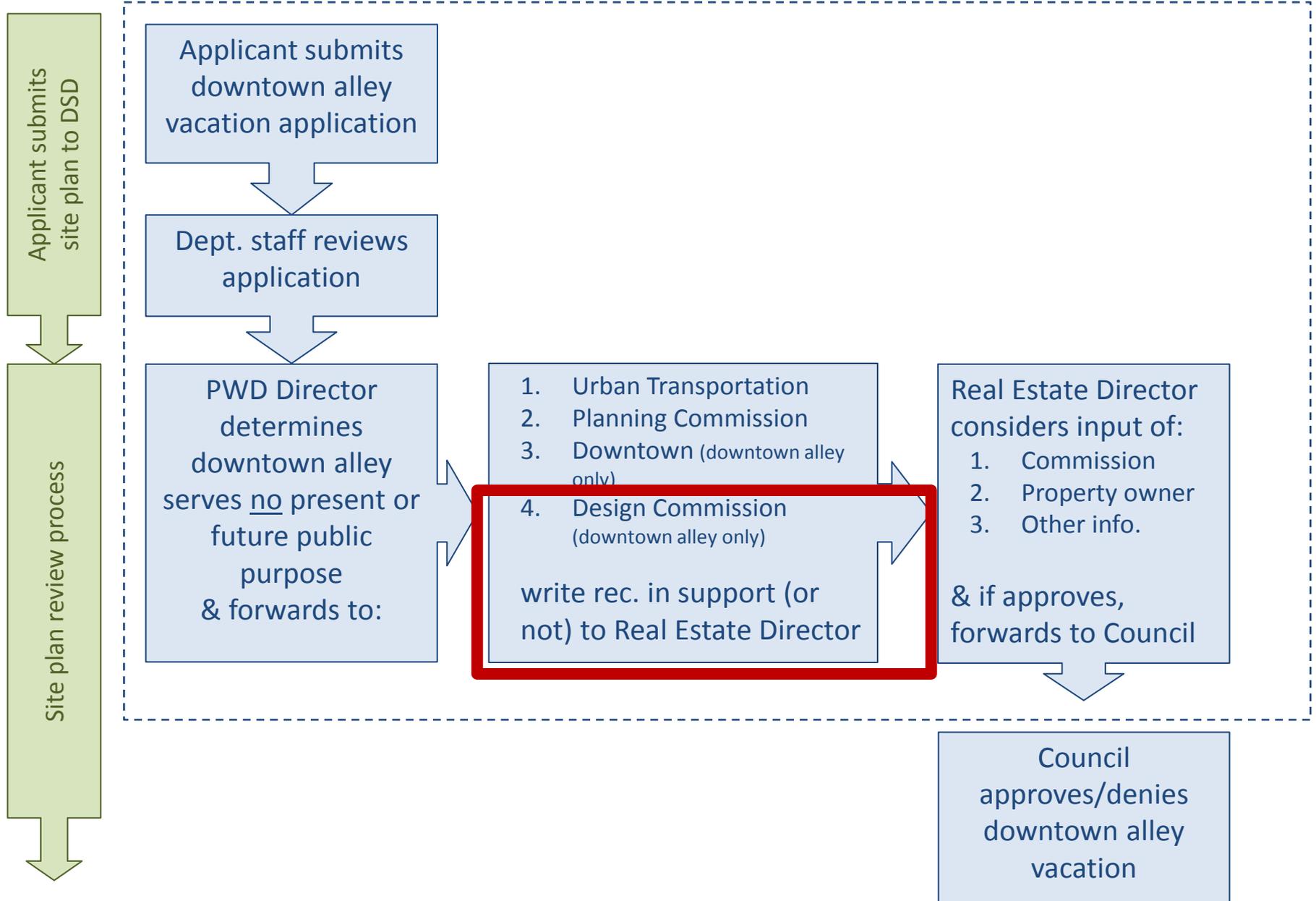
(1) Urban Transportation Commission and (2) Planning Commission for review and recommendation;

(2) for an application to vacate an alley in the downtown area (3) Downtown Commission and (4) Design Commission, in addition to the commissions required under Paragraph (A)(1).

(B) The failure of a commission to submit an objection to an application to the director of the Public Works Department before the 31st day after receiving the application is a recommendation for approval of the application.

Source: 1992 Code Section 15-12-73; Ord. 031204-12; Ord. 031211-11; Ord. 20100805-028.

Downtown Alley Vacation: Process



Policy Guidance



Policy Guidance: Ordinance 20100805-028

ORDINANCE NO. 20100805-028

AN ORDINANCE AMENDING CITY CODE SECTION 14-11-73 TO REQUIRE ALLEY VACATIONS TO BE REVIEWED BY THE DESIGN COMMISSION AND DOWNTOWN COMMISSION.

PART 1. The city council finds that:

- (A) Alleys are important public spaces that serve to enhance downtown connectivity.
- (B) Many cities are reclaiming their alleys and utilizing them for housing, recreational opportunities, pedestrian and biking connections, enhanced water quality, greenways, and redevelopment opportunities that contribute to thriving pedestrian centers.
- (C) The City of Austin **Downtown Design Guidelines** state, in reference to the *Plan of the City of Austin* conceived in 1839 by Edwin Waller, “It is important to preserve and honor the heritage of this original plan and **discourage the creation of super blocks which close streets in the Waller Grid.**”
- (D) The **draft Downtown Plan** recognizes the importance of downtown alleys and **recommends that they be preserved and enhanced.**
- (E) Alleys in Austin have been the focus of Austin’s Alley Flats Initiative, a collaboration between The University of Texas Center for Sustainable Design, the Guadalupe Neighborhood Development Corporation and the Austin Community Design and Development Center, which encourages new, sustainable alley housing as a way to mitigate sprawl and expand the inventory of affordable housing options.
- (F) The significance of downtown alleys warrants review of alley vacations by the Design and Downtown Commissions.

1

2

Policy Guidance: **Downtown Austin Plan** (p.24, 147)

THE PUBLIC REALM

Interconnect and enhance Downtown's network of public parks, open spaces and streets.

PR-3. STREETSCAPES

1 PR-3.1: Maintain, extend and restore Downtown's grid system of streets and alleys.

TRANSPORTATION AND PARKING

Develop a multi-modal transportation system that improves access to and mobility within the Downtown.

TP-1. STREETS

2 TP-1.3: Maintain alleys as the principal means of loading, servicing and parking access.

UTILITIES AND INFRASTRUCTURE

Provide for phased utility and infrastructure upgrades that address existing deficiencies and that support future redevelopment.

UI-4. ELECTRIC UTILITY

3 UI-4.2: Austin Energy should develop design and location options for electric vaults, including underground and alleyway options, to better achieve goals of pedestrian-oriented, ground-floor uses and facades.

Policy Guidance: Downtown Austin Plan (p.146-7)



TRANSPORTATION AND PARKING

Develop a multi-modal transportation system that improves access to and mobility within the Downtown.

TP-1. STREETS

TP-1.3: Maintain alleys as the principal means of loading, servicing and parking access.

Downtown is fortunate to have a comprehensive system of mid-block alleys that provide rear service access to most properties. These alleys relieve pressure on the streets, allowing them to function for pedestrian, bicycle and vehicular circulation.

- Vacation or abandonment of alleys should be avoided, and occur only in special circumstances **1** if equivalent off-street service facilities are provided (e.g., within a full-block development), and where such vacation **2** does not result in a need for on-street servicing/loading.
- All development abutting an alley should be required to use alleys for loading, servicing and trash collection.
- When at all possible, primary or secondary access and egress to and from on-site parking should be taken from the alley. This will be more possible once alleys become less cluttered with dumpsters and other obstacles.

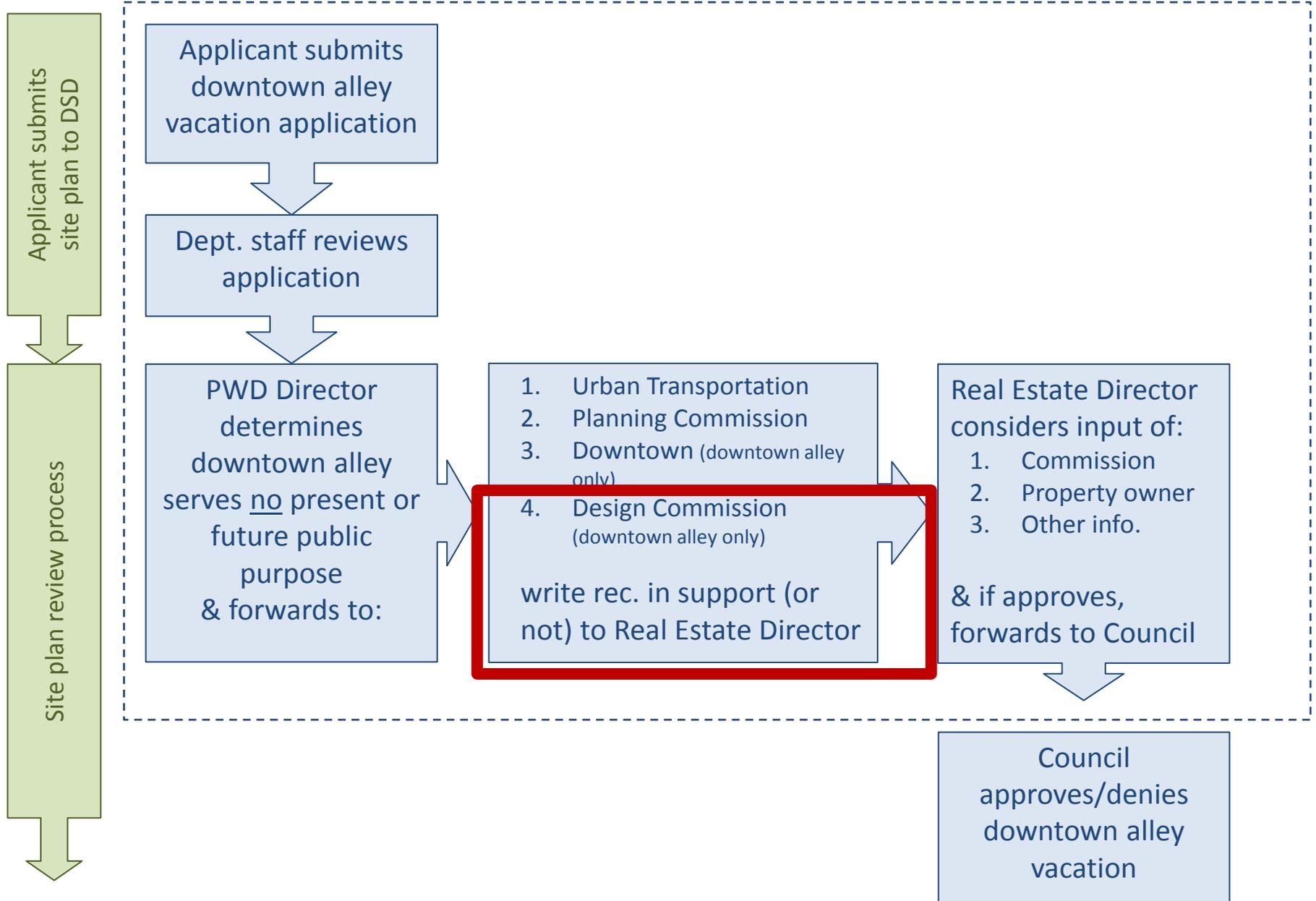
Policy Guidance: Imagine Austin/Complete St.(p.132)



1 A narrow two-way street for local bicycle and auto traffic. The parking zone and planting zone create a pedestrian friendly street. The connecting alley is a shared space where pedestrians, bicycles, automobiles, and plantings are all at the same grade; also referred to as "woonerf." This shared space slows and calms traffic and thus improves pedestrian, bicyclist, and driver safety.

- **Guidelines should be context sensitive.** Guidelines should be adaptable to different areas of Austin and the different scales of neighborhoods and other districts. For example, complete street standards and elements will be different for a downtown street versus a small residential street. The environmental, historic, and cultural context of the local area should also be considered. Guidelines must also reflect plans for future development, including the connected street network described by the Growth Concept Map and small area plans.

Downtown Alley Vacation: Process





Application for
Downtown Alley Vacation:
Episcopal Archives
(entire E. 7th alley between
Neches St. & Trinity St.)

A. PROJECT INFORMATION

Project Name

Project Type:

Infrastructure

City building & site

Density bonus

Private project

Other

Project Location/Address

Applicant

Property Owner

Applicant Mailing Address

Property Owner Mailing Address

Applicant Telephone Number

Property Owner Telephone Number

Project Start Date

Project Completion Date

Applicant's Architect

Applicant's Engineer

1] Indicate if proposed Project is required by City Ordinance to be reviewed by the Design Commission.

2] Describe the recommendation that you are requesting from the Design Commission.

3] Current Design Phase of Project (Design Commission prefers to see projects right after approved schematic design).

4] Is this Project subject to Site Plan and/or Zoning application approvals? Will it be presented to Planning Commission and/or City Council? If so, when?

5] Does this Project comply with Land Development Code Subchapter E? List specifically any Alternative Equivalent Compliance request if any. Please refer to website for Alternate Equivalent Compliance (AEC) requirements.
https://www.municode.com/library/tx/austin/codes/code_of_ordinances?nodetid=TIT25LADE_CH25-2ZO_SUBCHAPTER_EDESTMIUS

B. PROJECT BACKGROUND

6] Provide project background including goals, scope, building/planning type, and schedule. Broadly address each of the “Shared Values for Urban Areas” that are listed on Page 6 of the Urban Design Guidelines. Attach additional pages as needed.

7] Has this project conducted community/stakeholder outreach? If so, please provide documentation to demonstrate community/stakeholder support of this project.

8] Is this project submitting for the Downtown Density Bonus Program? If so, please provide a completed Downtown Density Bonus Application.

9] Has the project been reviewed by COA Department (i.e. DAC) Staff? If so, please describe and cite any relevant comments or feedback that the Commission should be aware of.

10] Are there any limitations to compliance or planning principles due to the specific requirements of this project that the Commission should be aware of?

C. EXISTING CONDITIONS AND CONTEXT

11] Identify connectivity to public transportation including, bicycle and pedestrian routes and/or multi-modal transportation. Does the project comply with ADA requirements? Provide a site context map and attach additional pages as needed.

12] Identify and describe any existing features that are required to be preserved and/or protected such as heritage trees, creeks or streams, endangered species (flora and/or fauna)? Attach additional site diagrams as needed.

13] Is this project within any City of Austin planning district, master plan, neighborhood plan, regulatory district, overlay, etc.? If so, please illustrate how this project conforms to the respective plan. Attach additional pages as needed. (See below for requirements.)

14] List any project program and/or site constraints that should be considered.

D. RELATIONSHIP TO PUBLIC REALM

Public realm is defined as any publically owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in.

15] The shared values outlined in the Urban Design Guidelines include Human Character, Density, Sustainability, Diversity, Economic Vitality, Civic Art, A Sense of Time, Unique Character, Authenticity, Safety and Connection to the Outdoors. How is the project addressing these unique community characteristics? Is the project developing any public amenities for urban continuity and vital place making?

16] Does this project encourage street level activity to engage and respond to functional needs such as shade, rest areas, multi-modal transportation storage and paths?

17] How will the project be a good neighbor to adjacent properties? For example, describe the treatment of the transition area between properties, i.e. fence, landscape improvements, etc.

E. ENVIRONMENTAL/SUSTAINABLE ISSUES

The Austin Urban Design Guidelines set a goal that, "All development should take into consideration the need to conserve energy and resources. It should also strive for a small carbon footprint."

18] Please list any significant components of the project that contribute to meeting this goal. If the project has been designed to accommodate future inclusion of such components (for example, by being built "solar ready") please list them.

19] If the project is being designed to meet any sustainability/environmental standards or certifications (for example, LEED Silver), please list them here and attach relevant checklists or similar documents that demonstrate how the standard or certification will be achieved.

20] If the project contains other significant sustainability components not included above that the Commission should note, please list them here.

APPENDIX C

IMAGINE AUSTIN RELATED POLICIES

Land Use and Transportation Building Block

LUT P30: Protect and enhance the unique qualities of Austin's treasured public spaces and places such as parks, plazas, and streetscapes; and, where needed, enrich those areas lacking distinctive visual character or where the character has faded.

LUT 31: Define the community's goals for new public and private development using principles and design guidelines that capture the distinctive local character of Austin.

LUT P35: Infuse public art into Austin's urban fabric in streetscapes along roadways and in such places as parks, plazas, and other public gathering places.

LUT P41: Protect historic buildings, structures, sites, places, and districts in neighborhoods throughout the City.

LUT P43: Continue to protect and enhance important view corridors such as those of the Texas State Capitol District, Lady Bird Lake, and other public waterways

LUT P44: Preserve and protect historic parks and recreation areas.

Economy Building Block

E P6: Support up-to-date infrastructure, flexible policies, and programs, and adaptive reuse of buildings, so that local, small, and creative businesses thrive and innovate.

Conservation and Environment Policies Building Block

CE P3: Expand the City's green infrastructure network to include such elements as preserves and parks, trails, stream corridors, green streets, greenways, and agricultural lands.

CE P11: Integrate development with the natural environment through green building and site planning practices such as tree preservation and reduced impervious cover and regulations. Ensure new development provides necessary and adequate infrastructure improvements.

City Facilities and Services Building Block

CFS P14: Integrate erosion, flood, and water quality control measures into all City of Austin capital improvement projects.

CFS P24: Increase the share of renewable energy sources, such as wind, solar, and biomass, used by Austin Energy to generate electricity, including infrastructure for on-site sources throughout the City.

CFS P29: Increase the use of joint or shared facilities between public safety and other service providers, when possible, to provide residents with efficient services, reduce costs, and maintain public safety infrastructure.

CFS P35: Distribute public buildings where neighborhood services are located and other accessible locations throughout the City.

Design Commission - Project Review Application

CFS P36: Improve multimodal public transportation access to the City's public buildings and facilities, including the Austin-Bergstrom International Airport.

CFS P37: Integrate public buildings and facilities into active, walkable, mixed use neighborhoods and complete, healthy communities.

CFS P38: Reduce energy consumption and waste generation in all public buildings to meet the City's greenhouse gas reduction and zero waste goals.

CFS P39: Develop public buildings and facilities that create healthy work environments and educate the public about energy-efficient, sustainable building, and greening best practices.

CFS P44: Feature superior design in parks and recreational facilities and include opportunities for public art and sustainable design solutions.

Society Building Block

S P14: Locate emergency services within close proximity to all neighborhoods and continue to improve community outreach and relationships between police and neighbors

S P25: Increase sidewalks and bicycle lanes in neighborhoods to create safer routes to schools, parks, and transit stops.

Creativity Building Block

C P16: Increase the availability of significant public art to designate districts and/or their entrances and to assist visitors in navigating the area.

C P17: Define Austin's sense of place through high standards for architecture and urban design, public art, public spaces and parks, and arts education.

MEMORANDUM

TO: Emily Smith, Urban Transportation Commission Coordinator
Austin Transportation Department

FROM: Kim Vasquez, Property Agent Senior

DATE: August 2, 2017

SUBJECT: F#9835-1705 Right of Way Vacation – Alley of E. 7th St.

Attached are the departmental comments and other information pertinent to the referenced alley right of way vacation. The area being requested for vacation will be used for future development. All affected departments and private utility franchise holders have reviewed this request and recommend approval, subject to the following conditions:

- (i) A Restrictive Covenant establishing that all loading and unloading of trash and recycling collection service shall take place on site and not within the public right of way; and
- (ii) Property owner to be responsible for fees and costs of any required utility relocation.

The applicant has requested that this item be submitted for placement on the **August 8, 2017 Urban Transportation Commission Agenda**

Staff contact: Kim Vasquez 512-974-9241, kim.vasquez@austintexas.gov

Applicant: Leah Bojo, Senior Land Use & Policy Manager
Drenner Group, PC

Property Owner: The Domestic & Foreign Missionary Society
of The Protestant Episcopal Church in the USA

The applicant and/or the property owner's representative will be present at the meeting to answer any questions regarding the development project and vacation request.

Kim Vasquez, Property Agent Senior
Land Management
OFFICE OF REAL ESTATE SERVICES

Attachments

SUMMARY OF REVIEW COMMENTS REPORT

F#9835-1705 ALLEY RIGHT OF WAY VACATION [DOWNTOWN ALLEY OF E. 7TH STREET]

CONDITIONAL APPROVAL COMMENTS

AT&T

ASSESSMENT: "AT&T requires relocating existing utilities in order to vacate at owner's expense." – **Chris Cowen, AT&T**

AUSTIN ENERGY

ASSESSMENT: "Approved subject to AE streetlight feed is located within the alley. AE will need to have access to the infrastructure to do maintenance work or applicant must pay to relocate the feed." – **Christine Esparza, Austin Energy**

- Applicant accepts AE conditional approval that street light infrastructure would be relocated at owner's expense as a part of the development.

DEVELOPMENT SERVICES – LAND USE REVIEW ENGINEERING

ASSESSMENT: "Based on the letter provided and the Existing Site and Demolition Plan submitted under SP-2017-0137C, there is no existing drainage infrastructure within this alley. Therefore from a DSD LUR Engineering perspective, the vacation of the alley is approved; however, if it is discovered that any drainage infrastructure is within this alley vacation request must be re-coordinated through DSD LUR Engineering." – **David Gomez, DSD Land Use Review Engineering**

DEVELOPMENT SERVICES – LAND USE REVIEW TRANSPORTATION

ASSESSMENT: "Approved with Conditions: All loading and unloading including trash as required by the site plan shall happen on site. No maneuvering shall take place in the public right of way. This should be done as a restrictive covenant." – **Sangeeta Jain, DSD Land Use Review Transportation**

CHARTER COMMUNICATIONS

ASSESSMENT: "Please use caution around aerial facilities. Please coordinate relocation or removal with Charter/Spectrum." – **Doug Dixon, Charter Communications**

APPROVED COMMENTS

- | | |
|----------------------------|--|
| • AUSTIN RESOURCE RECOVERY | • PARKS & RECREATION (PARD) |
| • AUSTIN TRANSPORTATION | • PLANNING & ZONING <u>Neighborhood Planning</u> |
| • AUSTIN WATER | • PLANNING & ZONING <u>Urban Design</u> |
| • CODE COMPLIANCE | • PLANNING & ZONING <u>Zoning Review</u> |
| • CTM-GAATN | • PUBLIC WORKS <u>Sidewalks & Special Projects</u> |
| • EMS | • PUBLIC WORKS <u>Street & Bridge Operations</u> |
| • FIRE | • TEXAS GAS |
| • GOOGLE | • WATERSHED PROTECTION <u>Engineering</u> |
| • GRANDE COMMUNICATIONS | |
-

MEMORANDUM

Case No.: 9835-1705
Date: May 30, 2017

SUBJECT: ALLEY VACATION

- () Lucy Cabading AT&T
() Melody Giambruno Austin Energy
() Katrina Fenrick Austin Resource Recovery
() Rob Spillar Austin Transportation Director
() Angela Baez Austin Water
() Bruna Quinonez Code Compliance
() Carlos Dematos CTM - GAATN
() Milissa Warren EMS
() Frank Alvarez Fire
() Scott Cunningham Google
() Daniel Pina Grande Communication
() Roland Rodriguez Fire
() Jackie Chuter PARD
() David Marquez DSD (LUR-Engineering)
() Sangeeta Jain DSD (LUR-Transportation)
() Mark Walters P&Z (Comp. Planning)
() Humberto Rey P&Z (Urban Design)
() Wendy Rhoades P&Z (Zoning Review)
() David Boswell PWD - Office of City Eng'r
() Nadia Barrera PWD (connectivity)
() Christian Barraza Texas Gas
() Joseph Boyle Time Warner
() Katina Bohrer WPD (Engineering)
() Joydeep Goswami DSD (LUR-Engineering)

A request has been received for full vacation of the E. 7th alley between Neches Street and Trinity Street (unconstructed area, currently used as a parking lot), generally located at 711 Trinity.

Please review this request and return your comments to Mashell Smith at: landmanagement@austintexas.gov. Physical address: Office of Real Estate Services, 505 Barton Springs Road, Suite 1350.

Due Date: June 13, 2017.

APPROVAL: YES Yes, Subj. to Reqm't No

Comments:

Imagine Austin Comprehensive Plan - - - (CITY OF AUSTIN REVIEWERS ONLY): Please also review the Vacation request based on the Priority Programs and policy directives set forth in the Imagine Austin Comprehensive Plan (page 186).

Comments:

Reviewed by: Telephone:

Date:

DRENNER GROUP

Leah M. Bojo
512.807.2918 *DIRECT*
lbojo@drennergroupp.com

May 25, 2017

VIA HAND DELIVERY

Ms. Lauraine Rizer
Real Estate Services Department
City of Austin
505 Barton Springs Road
Austin, TX 78704

Re: Episcopal Archives Right of Way Vacation - for a 5,519 square foot public right-of-way located at 711 Trinity Street between 7th and 8th street (the "Property").

Dear Ms. Rizer:

As representative of the owner of the above stated Property, we respectfully submit the enclosed right of way vacation application package for the Domestic & Foreign Missionary Society of the Protestant Episcopal Church of the USA. The requested vacation is for 0.1267 acres, or 5,519 square feet, being a portion of Block 87, Original City of Austin Subdivision. The alley was dedicated per the plat and was not purchased by the City of Austin. The area to be vacated is in the same subdivision as the plat.

The right of way is a constructed alley currently serving the surface parking lot located on this block. The only known utility in the alley is an Austin Energy overhead line serving the parking kiosk for the surface parking lot. Additionally, there are utilities including Texas Gas Service, Austin Energy, Time Warner Cable, and Austin Water on and adjacent to the site that will be relocated, as needed, as part of this project.

The Episcopal Archives Project is a mixed use project consisting of residential, office, and hotel uses over a ground floor, pedestrian-oriented market use and a pedestrian-oriented archive showcasing the International Episcopal Church's archive collection. The development will encompass the entire block. The block is encumbered with a Capitol View Corridor which covers all but the southwest corner of the block. As a result of this Capitol View Corridor, the majority of the building will be around 70 feet in height, with a tower on the southwest corner. The

pedestrian-oriented market is planned to span the alley, creating a vibrant and permeable ground floor that interacts with the streetscape outside, while also creating a sense of place inside, through the variety of market uses. Site plan SP-2017-0137C has been submitted for this project. Because this block is subdivided into thirteen individual parcels, it will be developed with a unified development agreement. It is not a SMART housing project. Construction is expected to begin in the summer of 2018.

The current zoning of the subject-parcels is Central Business District (CBD). The adjacent parcels are zoned CBD, Central Business District – Historic (CBD-H), and Downtown Mixed Use (DMU) and are developed with a variety of uses including cocktail lounges, St. David’s Episcopal Church, a surface parking lot, the Salvation Army Center, and the Austin Resource Center for the Homeless (ARCH). The current surface parking lot will be entirely replaced by the development, which will include parking for its own uses that will also be made available to the public. The parking for this project will be handled entirely on-site. No agreements or easements have been executed with the adjacent landowners.

The area to be vacated lies within the Downtown Austin Plan area and complies with the Plan’s criteria for vacation laid out in Transportation Priority 1.3. This is a full-block development and will not result in a need for on-street servicing or loading. All of the service facilities will be provided on the site in the first subterranean floor of the parking garage. The entrance to this facility will be off of Neches Street and will be code-compliant.

The request also complies with Imagine Austin in that the vacation enables the market which will contribute to “a safe, vibrant, day- and night-time urban lifestyle for residents, workers, and visitors.” This project is supported by:

- LUT P7, Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- LUT P29, Develop accessible community gathering places such as plazas, parks, farmers’ markets, sidewalks, and streets in all parts of Austin, especially within activity centers and along activity corridors including Downtown, future Transit Oriented Developments, in denser, mixed use communities, and other redevelopment areas, that encourage interaction and provide places for people of all ages to visit and relax.
- LUT P30, Protect and enhance the unique qualities of Austin’s treasured public spaces and places such as parks, plazas, and streetscapes; and, where needed, enrich those areas lacking distinctive visual character or where the character has faded.

These Land Use and Transportation Policies contribute to the Priority Principle of investing in a compact and connected Austin. The Imagine Austin Plan states that compact places are gentler on the environment and create sociable “activity centers” that contribute to our quality of life. The Plan also states that as Austin becomes more compact, creating special urban places where people love to gather can keep our city livable.

May 25, 2017

Page 3

Please see the included attachment "A" for the vacation detail as required per the application material.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Sincerely,



Leah M. Bojo

cc: Bobby Dillard, Cielo Property Group (via electronic delivery)
Branigan Mulcahy, Cielo Property Group (via electronic delivery)
Mike Critchley, Cielo Property Group (via electronic delivery)

APPLICATION FOR STREET OR ALLEY VACATION

File No. 9835-1705
Department Use Only

DATE: May 30, 2017
Department Use Only

TYPE OF VACATION

Type of Vacation: Street: ; Alley: X; ROW Hundred Block: 700
Name of Street/Alley/ROW: Trinity Street between 7th & 8th Is it constructed: (Yes) No
Property address: 711 Trinity Street
Purpose of vacation: Construct building over existing alley

PROPERTY DESCRIPTION ADJACENT TO AREA TO BE VACATED

Parcel #: 0206040301-0206040313
Survey & Abstract No.: NA
Lot(s): 1-8 Block: 87 Outlot: NA
Subdivision Name: Original City of Austin
Plat Book NA Page Number NA Document Number NA

Neighborhood Association Name: Downtown Austin Neighborhood Association
Address including zip code: 211 E. 7th Street, 78701

RELATED CASES

	FILE NUMBERS
Existing Site Plan (circle one): (YES)/NO	<u>SP-2017-0137C</u>
Subdivision: Case (circle one): YES/(NO)	<u> </u>
Zoning Case (circle one): YES/(NO)	<u> </u>

PROJECT NAME, if applicable:

Name of Development Project: Episcopal Archives
Is this a S.M.A.R.T. Housing Project (circle one): YES/(NO)
Is this within the Downtown Austin Plan Boundaries (circle one): (YES) NO

OWNER INFORMATION

Name: Domestic & Foreign Ministry Society of the Episcopal Church (shown on Deed)
Address: 815 Second Street Phone: 678-424-8787 Fax No.: ()
City: New York County: New York State: New York Zip Code: 10017
Contact Person/Title: Kurt Barnes Cell Phone: ()
Email Address:
(If multiple owners are joining in this request, complete names and addresses for each must be attached.)

APPLICANT INFORMATION

Name: Leah Bojo
Firm Name: Drenner Group
Address: 200 Lee Barton Drive, Ste 100
City: Austin State: TX Zip Code: 78704
Office No.: 512-807-2918 Cell No.: 512-665-1570 Fax No.: ()
EMAIL ADDRESS: lbojo@drennergroupp.com

The undersigned Landowner/Applicant understands: 1) This application will be handled in accordance with standard City policies and procedures. 2) No action will be taken without (a) payment of the nonrefundable application fee, or (b) necessary documentation. 3) The application and fee in no way obligate the City to vacate the subject area. 4) **All documents** related to this transaction and a **certified check** for the appraised value must be delivered to the City of Austin prior to placing the item on the Council Agenda for final approval.

Signed By: 
Landowner/Applicant

F#
Legal Description
Travis County, Texas

Alley Vacation
D&A Job No. 1686-001

EXHIBIT "A"

DESCRIPTION OF A TRACT OF LAND CONTAINING 0.1267 ACRES (5,519 SQ. FT.), AND BEING ALL OF THE ALLEY LOCATED IN BLOCK 87 OF THE ORIGINAL CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, ACCORDING TO THE PLAT ON FILE AT THE GENERAL LAND OFFICE OF THE STATE OF TEXAS, AND BEING ADJACENT TO LOTS 1, 2, 3, 4, 5, 6, 7, AND 8 OF SAID BLOCK 87, AS CONVEYED TO THE DOMESTIC & FOREIGN MISSIONARY SOCIETY OF THE PROTESTANT EPISCOPAL CHURCH IN THE USA, PER DEED RECORDED AS DOCUMENT NO. 2009091964 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS; SAID 0.1267 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

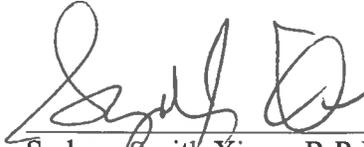
BEGINNING at a ½-inch iron rod found at the easterly common corner of said Lot 4 and of said alley, said point being on the westerly right-of-way line of Neches Street (80' wide right-of-way), for the southeast corner and **POINT OF BEGINNING** hereof;

THENCE, along the common line of the southerly right-of-way line of said alley and the northerly line of said Lot 4, and then of said Lot 3, and then of said Lot 2, and then of said Lot 1, N73°25'04"W, a distance of 276.00 feet to a ½-inch iron rod found at the westerly common corner of said Lot 1 and of said alley, said point being on the easterly right-of-way line of Trinity Street (80' wide right-of-way);

THENCE, along the common line of the easterly right-of-way line of Trinity Street, and the westerly right-of-way line of said alley, N16°35'18"E, a distance of 20.00 feet to a ½-inch iron rod found at the westerly common corner of said Lot 8 and of said alley;

THENCE, along the common line of the northerly right-of-way line of said alley and the southerly line of said Lot 8, and then of said Lot 7, and then of said Lot 6, and then of said Lot 5, S73°25'04"E, a distance of 275.99 feet to a calculated point on the westerly right-of-way line of Neches Street, for the southeast corner of said Lot 5, from which a ½-inch iron rod found at the northeast corner of said Lot 5 lies N16°33'23"E, a distance of 128.43 feet;

THENCE, along the common line of the westerly right-of-way line of Neches Street, and the easterly right-of-way line of said alley, S16°33'23"W, a distance of 20.00 feet to the **POINT OF BEGINNING**, and containing 0.1267 acres of land, more or less.

 5/23/17
Date

Sydney Smith Xinos, R.P.L.S.
Texas Registration No. 5361
Doucet & Associates Inc.,
7401 B Hwy. 71 West, Suite 160
Austin, Texas 78735
Firm Registration No. 10105800



TCAD Parcel ID:
Austin Grid:

LEGEND

-  ALLEY VACATION LINE
-  EXISTING PROPERTY LINES
-  EXISTING RIGHT OF WAY LINE
-  1/2" IRON ROD WITH CAP FOUND (UNLESS NOTED)
-  CALCULATED POINT
- P.O.B. POINT OF BEGINNING
- DOC. # DOCUMENT NUMBER
- R.O.W. RIGHT-OF-WAY
- P.R.T.C.T. PLAT RECORDS, TRAVIS COUNTY, TEXAS
- O.P.R.T.C.T. OFFICIAL PUBLIC RECORDS, TRAVIS COUNTY, TEXAS

LINE TABLE		
NO.	BEARING	LENGTH
L1	S16°33'23"W	20.00'
L2	N16°35'18"E	20.00'

EAST 8TH STREET (80' R.O.W.)

THE DOMESTIC & FOREIGN MISSIONARY SOCIETY OF THE PROTESTANT EPISCOPAL CHURCH IN THE USA DOCUMENT NO. 2009091964, O.P.R.T.C.T.

BLOCK 87 OF THE ORIGINAL CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, ACCORDING TO THE PLAT ON FILE AT THE GENERAL LAND OFFICE OF THE STATE OF TEXAS.

1/2" IRON ROD FOUND

N16°33'23"E 128.43'

TRINITY STREET (80' R.O.W.)

NECHES STREET (80' R.O.W.)

1/2" IRON ROD FOUND

1/2" IRON ROD FOUND

P.O.B. 1/2" IRON ROD FOUND

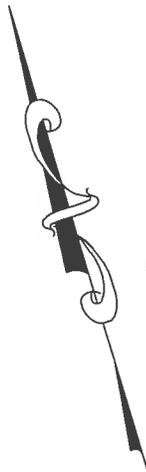
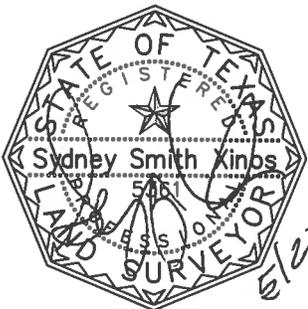
S73°25'04"E | 275.99'

0.1267 ACRES
5,519 SQUARE FEET

N73°25'04"W | 276.00'

BLOCK 87 OF THE ORIGINAL CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, ACCORDING TO THE PLAT ON FILE AT THE GENERAL LAND OFFICE OF THE STATE OF TEXAS.

THE DOMESTIC & FOREIGN MISSIONARY SOCIETY OF THE PROTESTANT EPISCOPAL CHURCH IN THE USA DOCUMENT NO. 2009091964, O.P.R.T.C.T.



SURVEY CONTROL:
TEXAS COORDINATE SYSTEM 1983 (CENTRAL ZONE-4203)
NAD 83. (CORS) U.S. SURVEY FEET
GEIOD MODEL G03U03
COMBINED SCALE FACTOR 0.999963024880
PROJECT CONTROL POINTS WERE ESTABLISHED USING THE LEICA DATA SYSTEM COOP NETWORK.

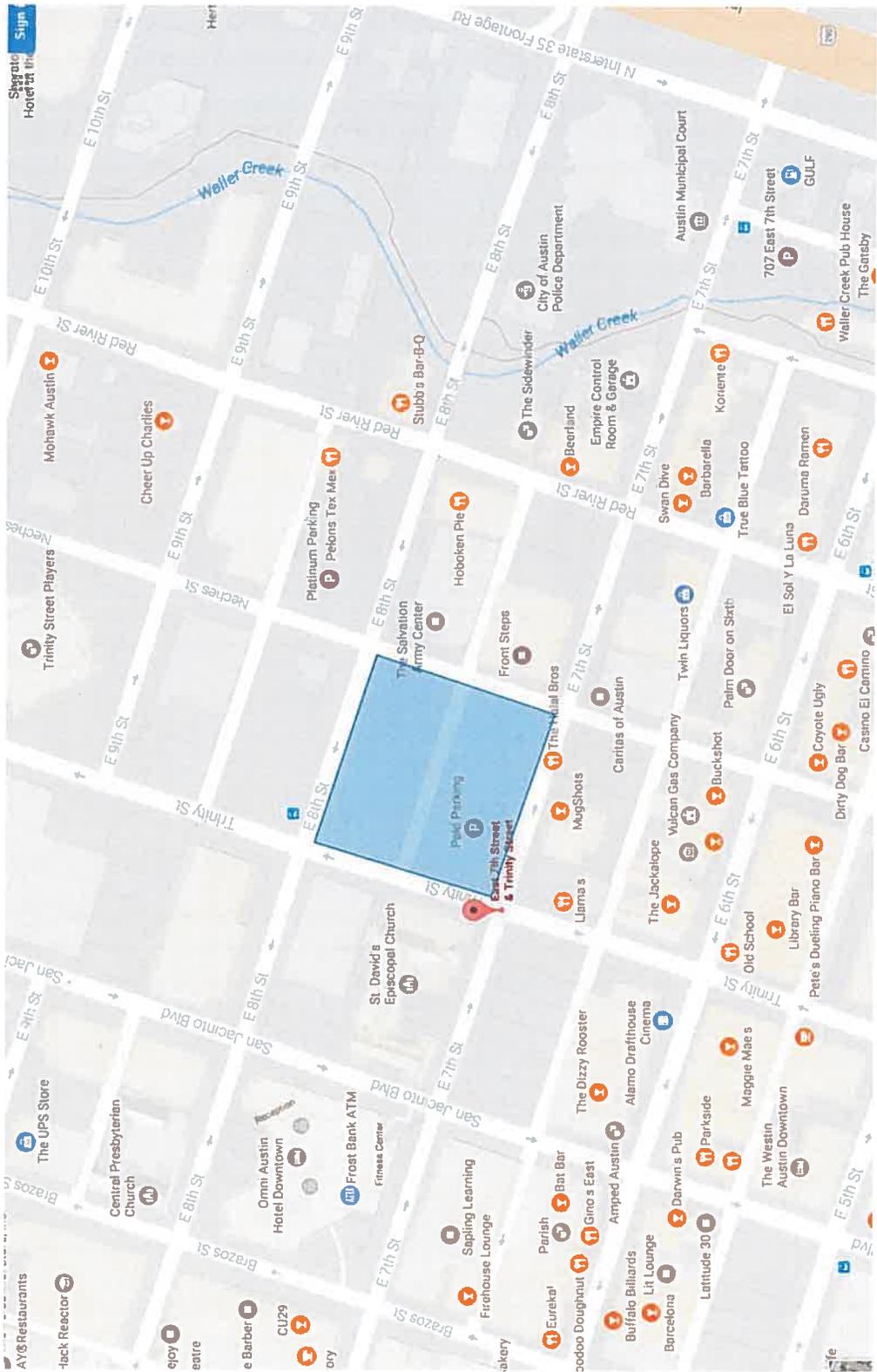
VERTICAL DATUM:
THE VERTICAL DATUM FOR DOUCET AND ASSOC. CONTROL POINT #300 WAS ESTABLISHED USING LEICA DATA SYSTEM COOP NETWORK. NAVD'88 VERTICAL DATUM.

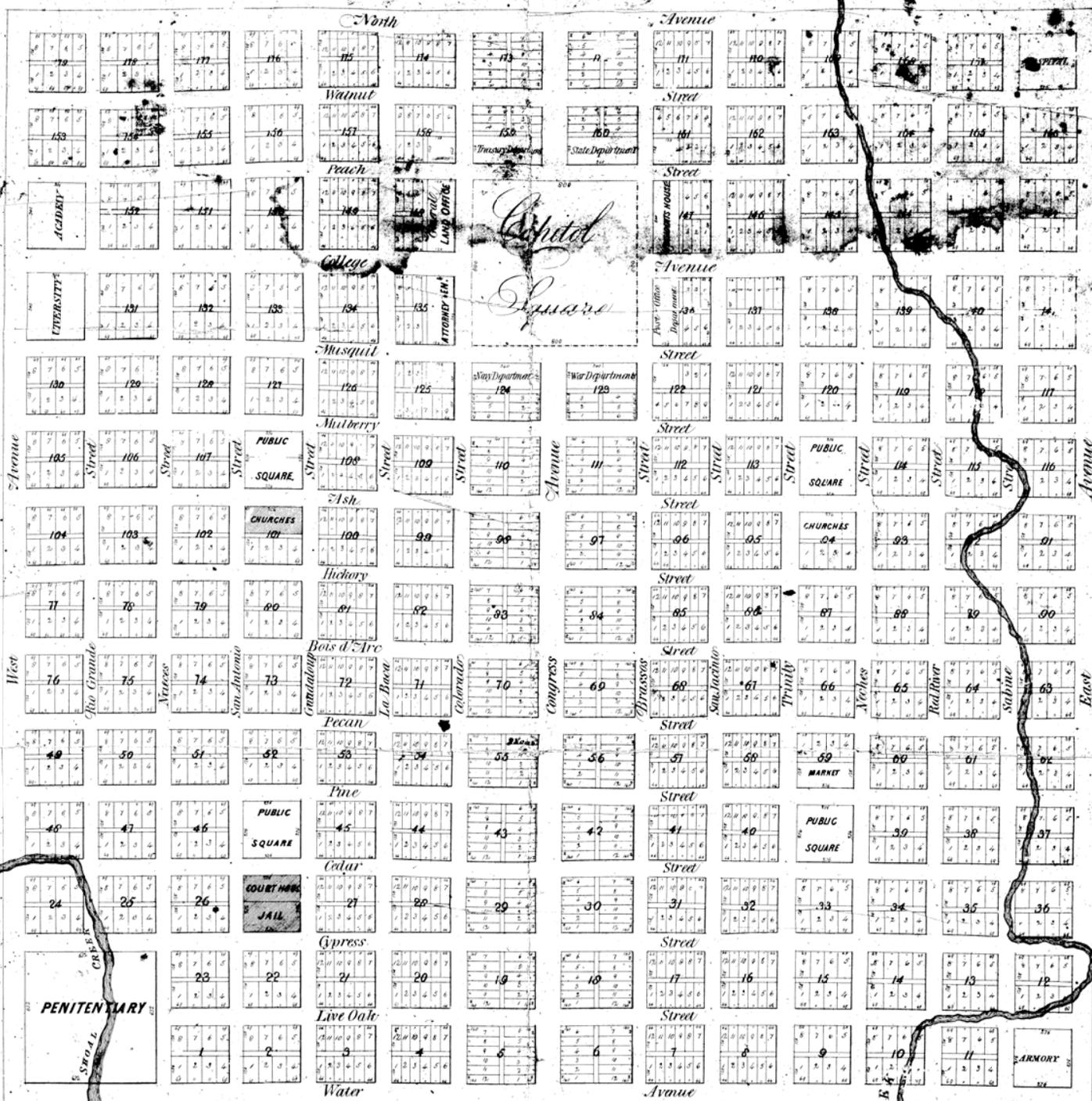
ALLEY VACATION
CITY OF AUSTIN,
TRAVIS COUNTY, TEXAS

DA DOUCET & ASSOCIATES
Civil Engineering - Planning - Surveying/Mapping
7401 B. Highway 71 W, Suite 160
Austin, Texas 78735, Phone: (512)-583-2600
www.doucetandassociates.com
TBPLS Firm Registration Number: 10105800

Date:	05-23-2017
Scale:	1"=40'
Drawn by:	DK
Reviewer:	SYD
Project:	1686-001
Sheet:	1 of 1
Field Book:	463
Party Chief:	JM
Survey Date:	10-25-2016

FR 10W-1103
Alley vacation





COLORADO RIVER

PLAN
of the City of
AUSTIN.

N.B. - All the alleys are Twenty ft. wide.

Crossed by the Republic of Texas No. 30. - - - - - Street, New Orleans.

Surveyed by L. J. Pitts & Cha. Schoofield.
Drawn by L. J. Pitts 1830.



**SOCIAL
KNOWLEDGEABLE
INFLUENTIAL**

August 8, 2017

Chris Riley
President

Mayor and Council of the City of Austin
301 W. 2nd Street
Austin, Texas 78701

Kimberly Levinson
Vice President

Roger L. Cauvin
Secretary

RE: Block 87 - Cielo project

Susan Hoffman
Treasurer

Honorable Mayor, Mayor Pro Tem, and Council,

Steven Blackmon

We recently met with a representative of Cielo Property Group to discuss their plans for Block 87, located between St. David's and the ARCH. Based on that discussion, we want to convey our support for the alley vacation and encroachment agreements Cielo is proposing. We also want to urge the Council to update the city's approach to traffic impact analyses for downtown projects.

Erica Diaz

Eileen McPhillips
Partner

1. Alley vacation

Philip Wiley

DANA supports the approach to alley vacations set out in the Downtown Plan:

Kristina Witt

Vacation or abandonment of alleys should be avoided, and occur only in special circumstances where equivalent off-street service facilities are provided (e.g., with a full-block development), and where such vacation does not result in a need for on-street servicing/loading. (TP-1.3, p. 146.)

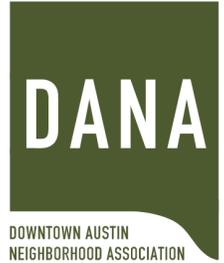
While DANA generally prefers to see alleys to remain intact, the present situation involves special circumstances that meet the criteria set out in TP-1.3:

- Cielo is proposing a full-block development.
- The open area Cielo is proposing below grade would allow trucks to provide services and maneuver without any need for on-street servicing/loading.
- We understand that staff will require a restrictive covenant providing that services must be provided on-site, which will ensure that the concerns reflected in TP-1.3 are addressed even if this project does not materialize.

Additionally, Cielo is proposing ground-level retail uses that would face both inward and outward, with pedestrian access points on the north and south sides of the block, which would ensure that the block will remain porous for pedestrians even without the alley. Under these circumstances, we believe vacation of the alley is warranted to allow this project to proceed.

2. Encroachment agreements

DANA supports the agreements Cielo is seeking that would allow it to encroach over the western and southern property lines, and under the adjoining streets. These encroachments would have no negative effects on the conditions for pedestrians around the project. And placing all the parking underground will make the building significantly more appealing than many other downtown projects. Given the context of this project, we believe the encroachment agreements are reasonable and justified, especially considering the constraints imposed by the capitol view corridor.



3. Traffic impact analysis

We understand that the city is requiring a Traffic Impact Analysis for this project based on levels of service on nearby streets. This is an outdated approach for a mixed-use project in the Central Business District. We would prefer an analysis based on Vehicle Miles Traveled, with agreements negotiated for measures aimed at traffic demand management.

While we will welcome signal improvements at nearby intersections, we would also like to see measures aimed at reducing vehicle miles. Cielo has agreed to decouple parking in the project from residential leases, and to make the parking available to the public, both of which we appreciate. We would also like to see other traffic-reducing measures, such as car-sharing spaces, bike-sharing stations, ample bike storage, the provision of transit passes, and a consulting package with Movability Austin.

4. Other considerations

Block 87 has remained a surface parking lot for many years because of the significant challenges any development on this block will face – most importantly, the capitol view corridor protecting a view from northbound I-35, and the proximity of the ARCH. The project Cielo is proposing would not only bring more homes, shops, office space, and hotel rooms to downtown; it would also significantly improve conditions for pedestrians in the area around this block. And any fees in lieu provided for the Downtown Density Bonus would go toward housing-first permanent supportive housing for the chronically homeless, which is urgently needed.

Based on the context of this site, and the considerable benefits this project would offer, we urge approval of the alley vacation and encroachment agreements Cielo is seeking.

Respectfully,

Board of Directors of The Downtown Austin Neighborhood Association

Cc: Greg.Guernsey@austintexas.gov

Downtown Density Bonus Program Outcomes Training

**Design Commission meeting
August 28, 2017**

Design Commission: Mission Statement

§ 2-1-129 - DESIGN COMMISSION.



(A) The Design Commission membership should include a diverse group of persons having expertise in urban design, architecture, landscape architecture, historic preservation, civic art, real property development, construction, and economic development.

1

(B) The commission shall provide advisory recommendations to the city council as requested by the city council to assist in developing public policy and to promote excellence in the design and development of the urban environment.

(C) The commission shall:

(1) offer policy recommendations regarding specific issues of urban design;

(2) participate in developing design guidelines;

(3) unless otherwise directed by the city council, for projects that require the approval of the Planning Commission or the Zoning and Platting Commission:

(a) review a project only after a formal request by the project sponsor or applicant; and

(b) complete the review before the respective Planning or Zoning and Platting Commission takes final action;

(4) provide citizen education and outreach regarding quality urban design;

(5) provide a venue for citizen input on the design and development of the urban environment;

(6) maintain liaison relationships with city staff and other boards and commissions; and

(7) perform other activities as directed by the city council.

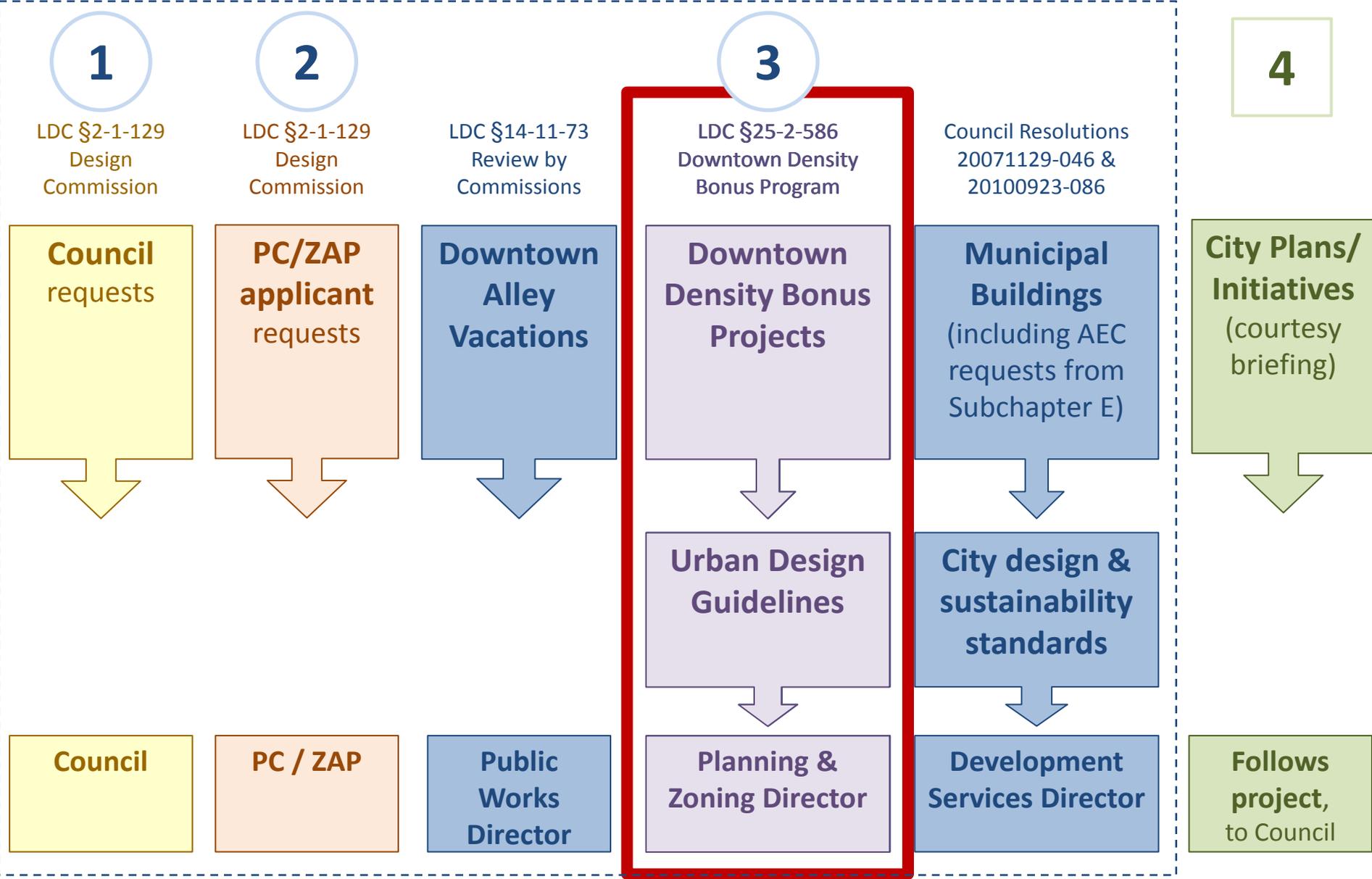
2

3

(D) The commission may appoint one or more of its members to serve as liaison to a project-specific community advisory group addressing urban design and planning issues at the formal request of the project sponsor.

Source: Ord. 20071129-011.

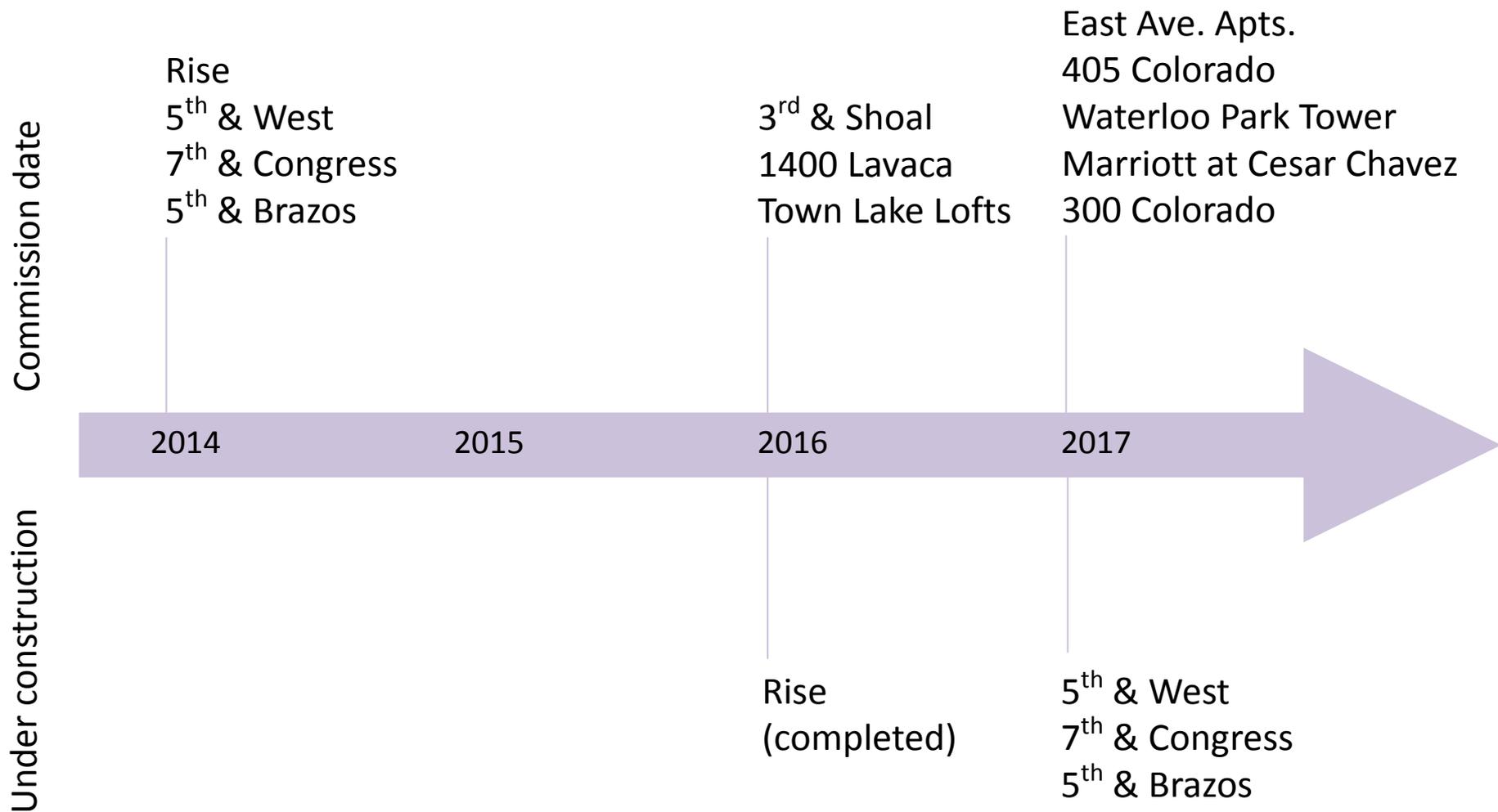
Design Commission: Projects Reviewed



Program Summary: Project Types & Locations

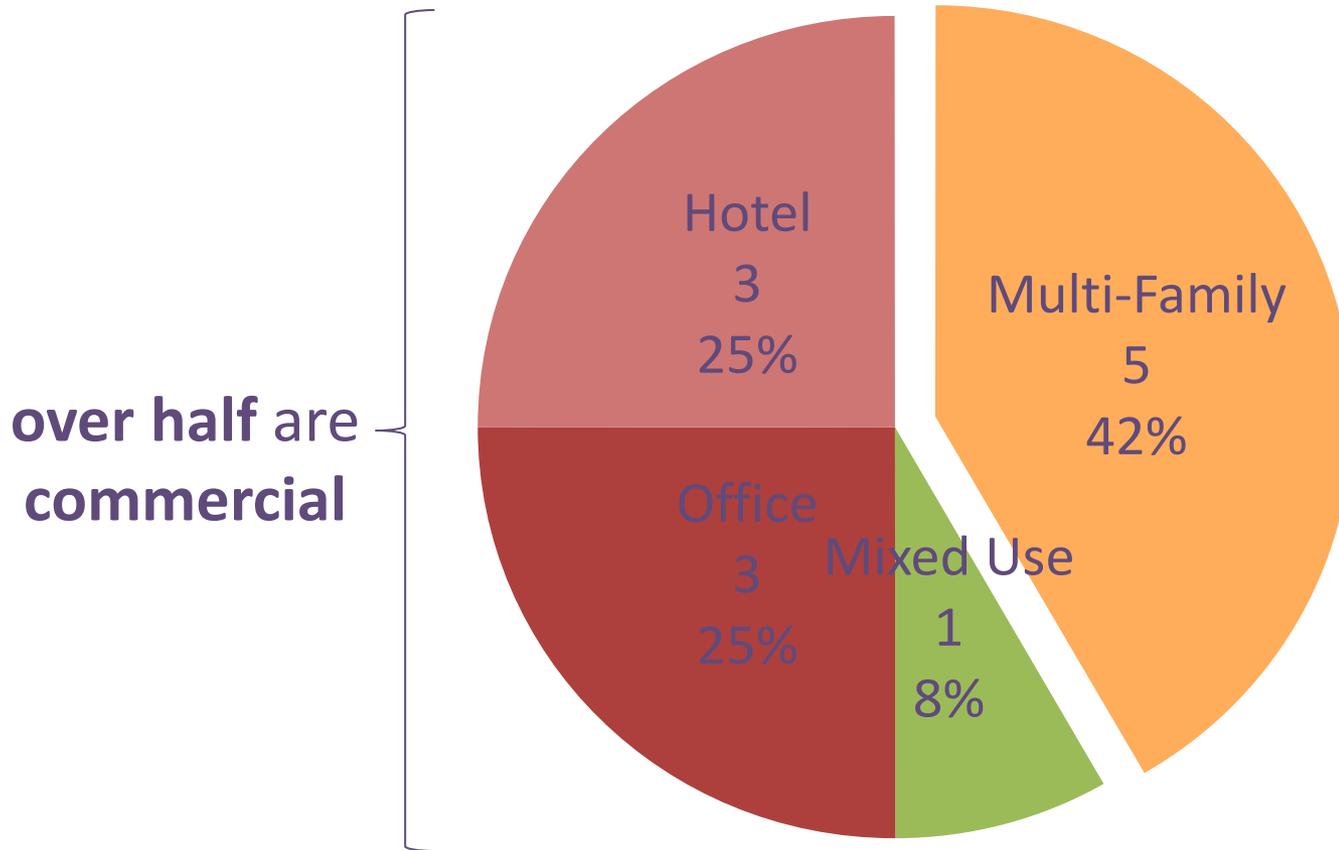


Downtown Density Bonus: Program Summary



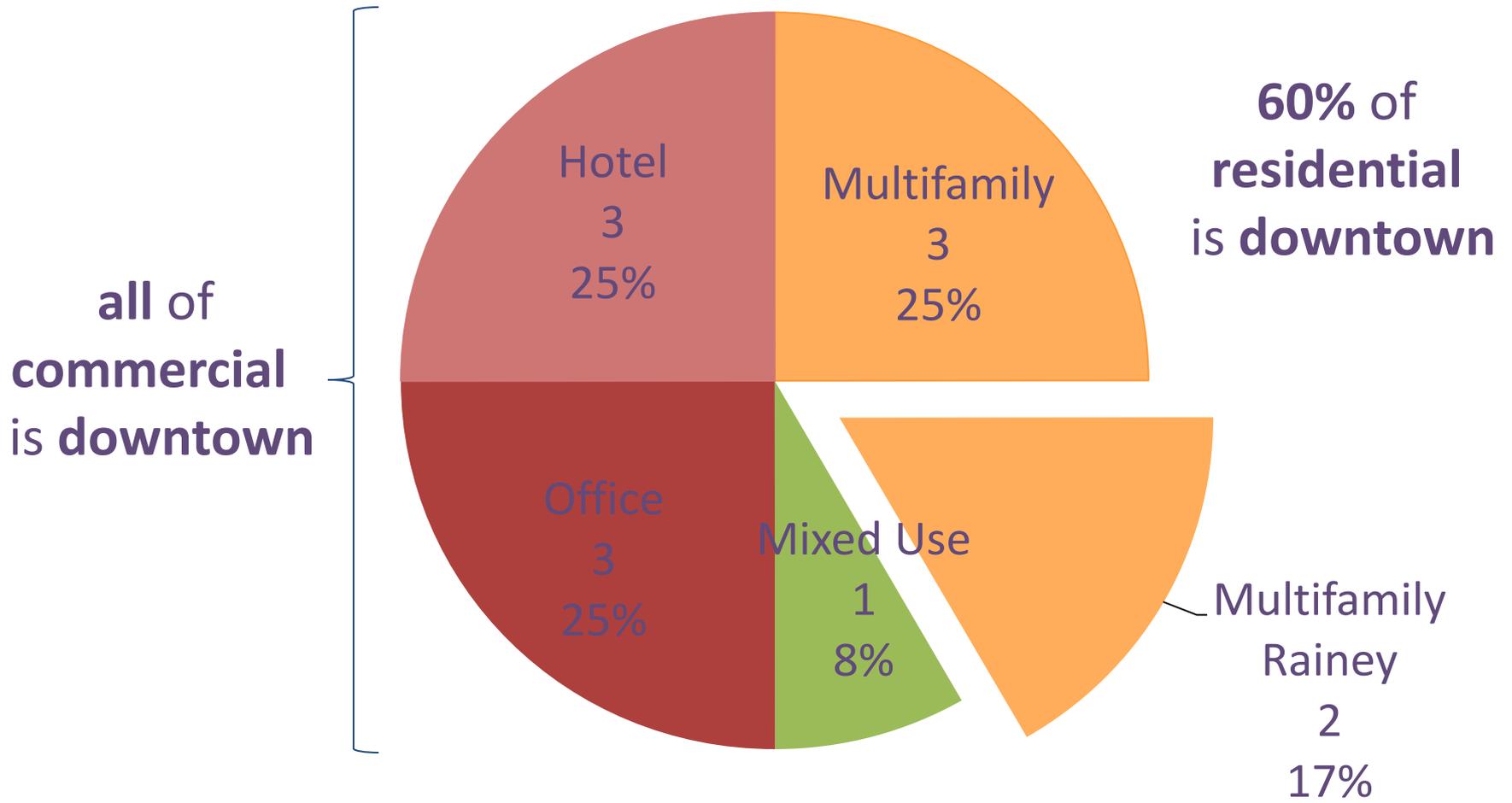
Downtown Density Bonus: Program Summary

Applications, by Type



Downtown Density Bonus: Program Summary

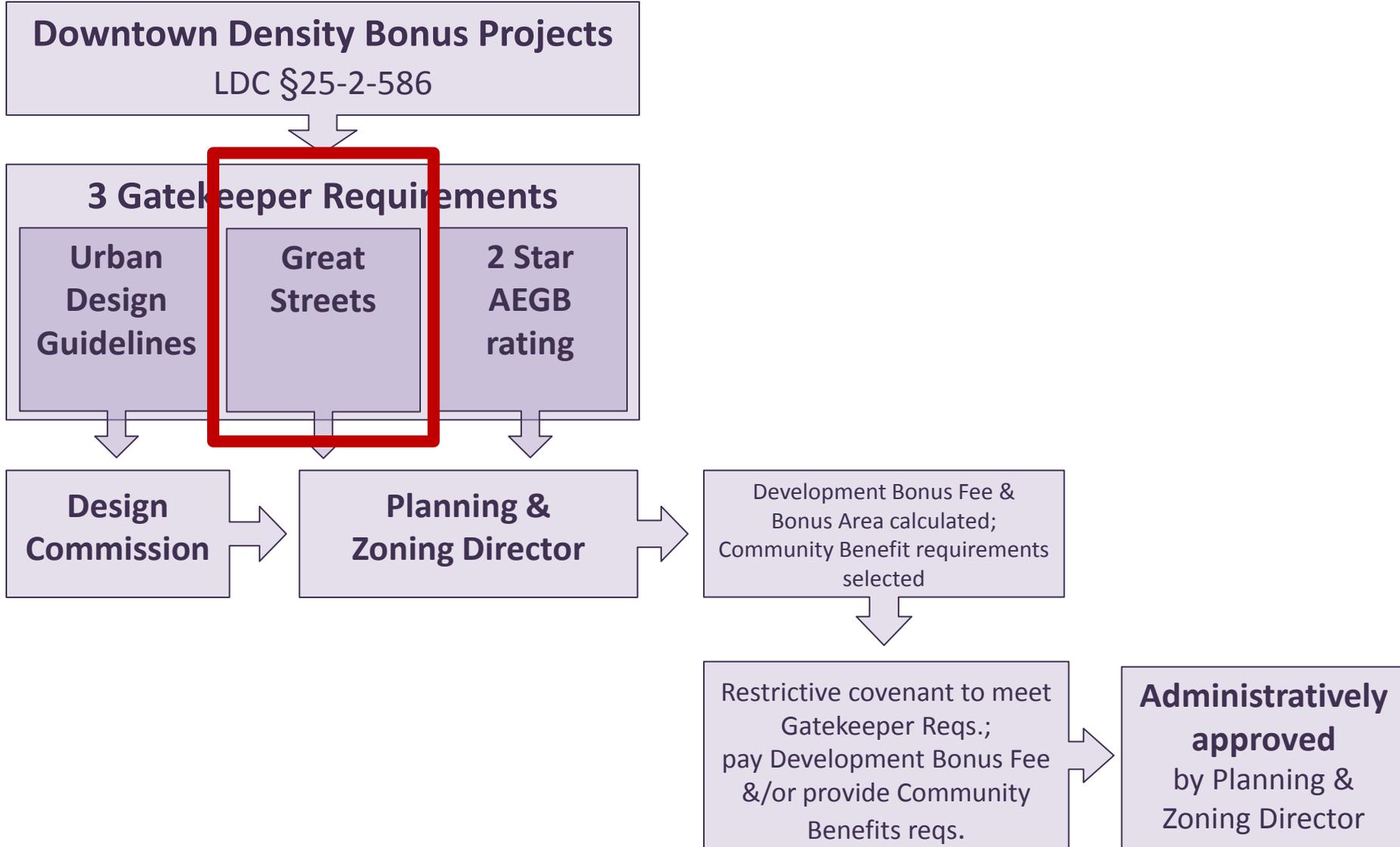
Applications, by Type & Location



Gatekeeper Outcomes
(n=12):
Great Streets



Downtown Density Bonus: **Approval Process**



Gatekeeper Outcomes: Great Streets

		Subchapter E	
	Great Streets (GS)	Core Transit Corridor (CTC)	Urban Roadway (UR)
sidewalks (linear feet)	18'	15'	12'
pedestrian zone (linear feet)	10'	8'	7'
furniture zone (linear feet)	8'	7'	5'
trees (feet on center)	22'	30'	0'
min. caliper (inch)	5"		
canopy height (feet)	14-16'		
light poles (feet on center)	88'	0	0
furniture (pieces per block face)	14	0	0
benches (per block face)	4	0	0
bike racks (per block face)	8	0	0
waste bins (per block face)	2	0	0

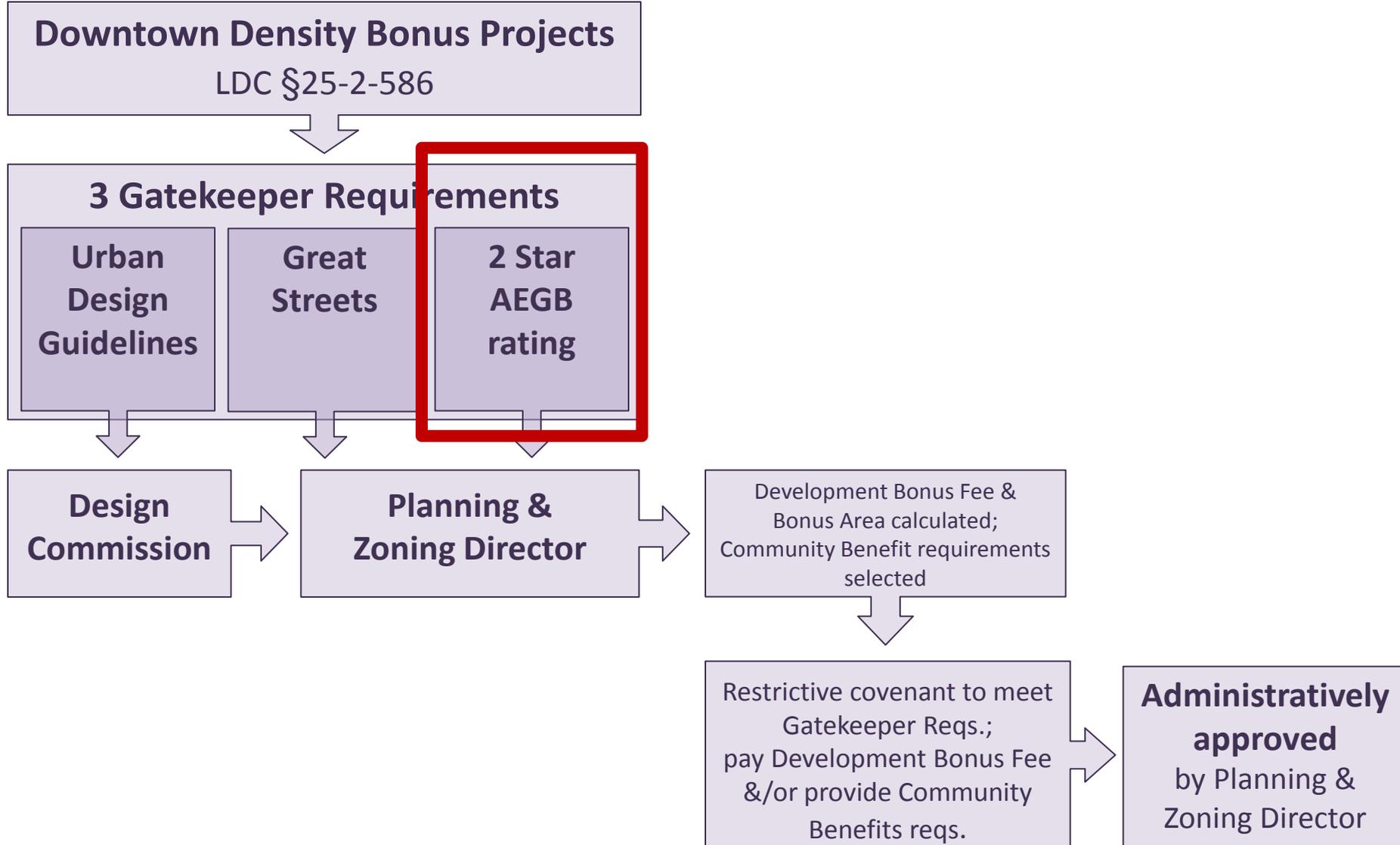
Gatekeeper Outcomes: Great Streets

	Estimated Amenity Price	Average #/ Project (n=10)	Average \$/ Project (n=10)
Trees (tree, well, frame only)	\$8,000	11	\$88,000
Light pole (foundation only)	\$2,500	4	10,000
Benches	\$3,000	4	\$12,000
Bike racks	\$700	14	\$9,800
Waste bins	\$2,800	2	\$5,600
Estimated Total Value			\$125,4000

Gatekeeper Outcomes
(n=12):
Austin Energy Green Building



Downtown Density Bonus: Approval Process



Gatekeeper Outcomes: AEGB 2 Star

AUSTIN ENERGY GREEN BUILDING

2/2

Report on the Downtown Density Bonus

August 2017

AEGB Commercial Rating	Star Levels
1 Star	Basic Requirements
2 Stars	35-44 points
3 Stars	45-54 points
4 Stars	55-74 points
5 Stars	75 points or more

An Austin Energy Green Building 2-Star rating is required for the Downtown Density Program. 2-Star ratings are earned when a project team demonstrates that it meets all of the Basic Requirements for a 1-Star rating plus 35 to 44 additional selected points across the categories of Integrated Design, Site, Energy, Water, Indoor Environmental Quality, Materials & Resources, Education & Equity and Innovation. Projects seeking two or more stars receive comprehensive sustainability consulting services.

Additional Downtown Density Bonus participants are progressing through the AEGB rating process and their results will be reported as the projects are finalized. The cumulative impact of Austin Energy's thirty years of energy efficiency savings has ensured that energy costs in Austin are among the lowest in Texas. Together, the Downtown Density Bonus team, AEGB and other COA programs/initiatives are working to build a Compact & Connected Austin.

Gatekeeper Outcomes: AEGB 2 Star

AUSTIN ENERGY GREEN BUILDING

2/2

Report on the Downtown Density Bonus

August 2017

Austin Energy Green Building 2-Star project consistently demonstrate higher levels of achievement across ratings categories when compared to a 1-Star project. The average 2-Star AEGB project is characterized by:

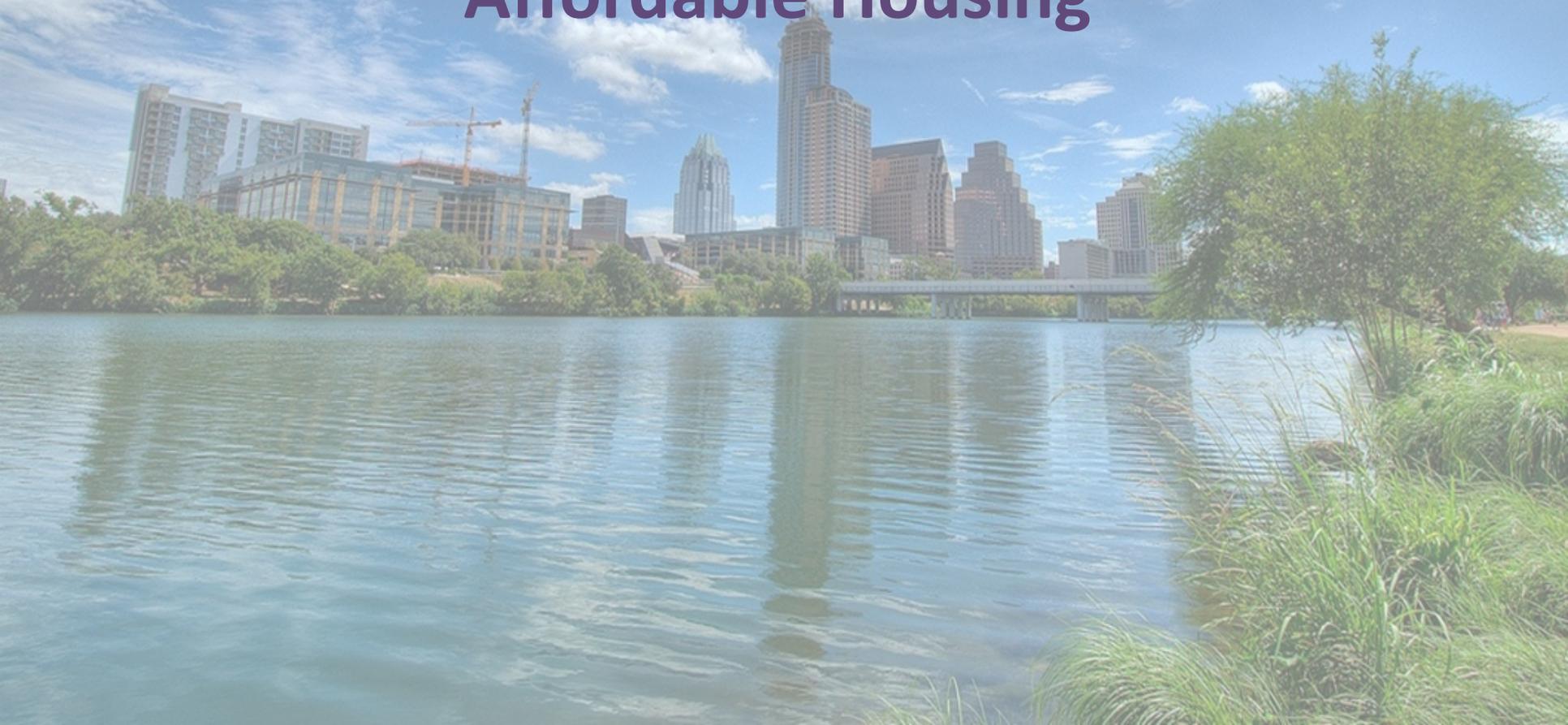
- » 30% Total Energy savings
- » 31% Indoor Water savings
- » 75% Construction Waste Management diversion
- » 9 points for selecting walkable sites within high-density, desired development zones
- » 3 points in the Sustainably Sourced Material category
- » 3 points in the Low-Emitting Materials category



The Aspen Heights Apartments (The Rise on 8th) at 805 Nueces is the first completed Downtown Density Bonus participant. Highlights of the project's AEGB 2-Star rating include:

- 7% Energy Savings
- Water Savings of 25% Indoor, 52% Process, and 78% Irrigation
- 77% Construction Waste Diverted
- 3 points in the Sustainably Sourced Materials category: 15% Recycled and 39% Texas Sourced
- 3 points in Low-Emitting Materials category: Sealants & Adhesives, Insulation and Ceiling & Wall Systems

Community Benefits Outcomes
(n=6, multifamily only):
Affordable Housing



Design Commission: Mission Statement

CURE and DDBP, Austin's \$50 million zoning question

Mar 27, 2013, 2:49pm CDT

Robert Grattan

Staff Writer

Austin Business Journal

How much would developers have had to pay in community benefits in 2000 if the city had granted zoning **using the Downtown Density Bonus Program instead of Central Urban Redevelopment?** Roughly \$53.6 million in affordable housing contributions, according to a [spreadsheet of zoning projects](#) released by the city of Austin.

That's most likely a lot more in community benefits than they ended up paying under Central Urban Redevelopment, or CURE as it's commonly referred to.

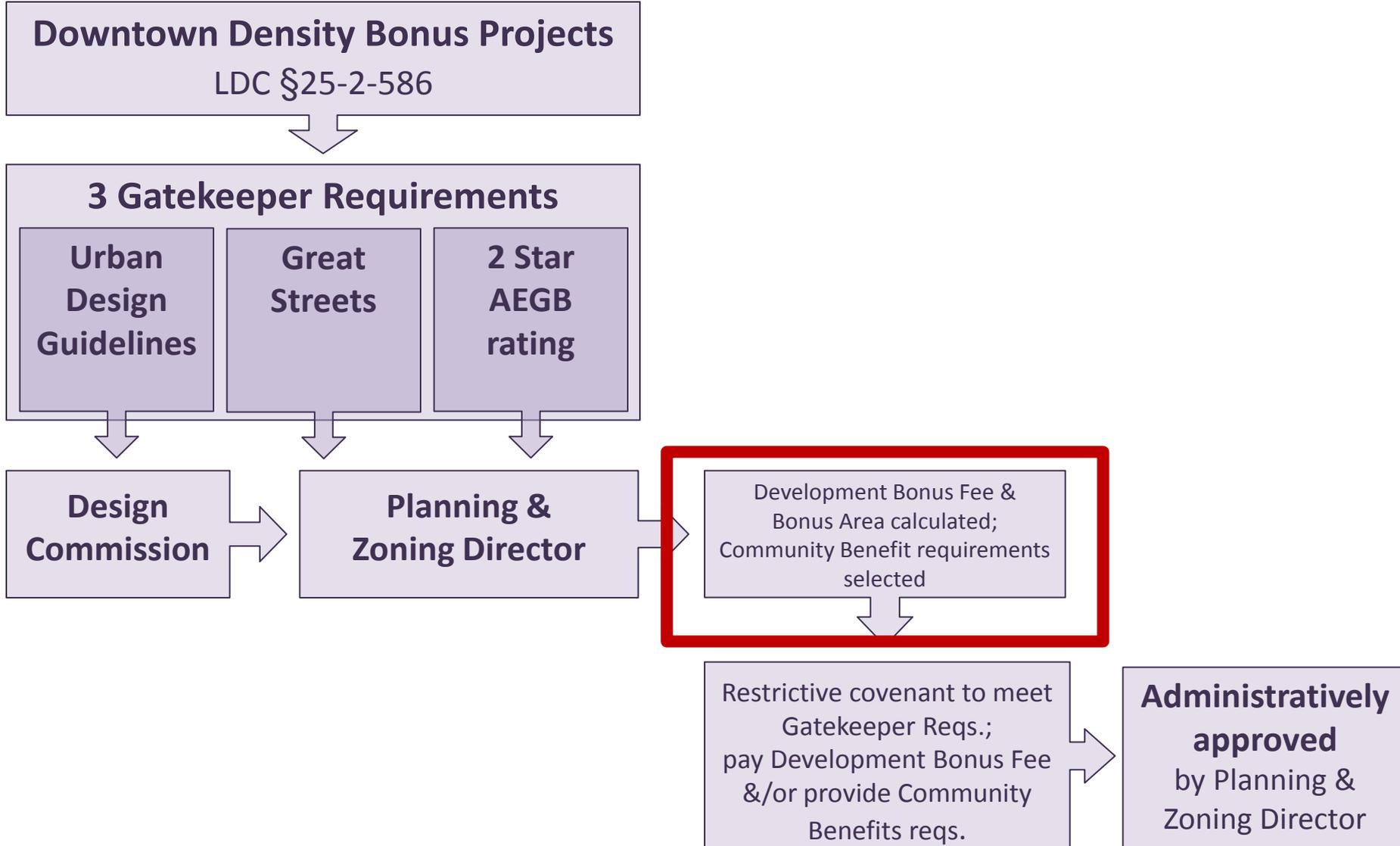
SPONSORED CONTENT

7 reasons businesses should switch to an automated expense management solution



Data from the city of Austin shows that the Green Water Treatment Plant redevelopment... [more](#)

Downtown Density Bonus: Approval Process



Downtown Density Bonus: Commercial Downtown



×

Development Type	Downtown District	Development Bonus Fee (\$/SqFt Bonus Area)
Residential	Core/Waterfront District	\$10/SqFt Bonus Area
	Lower Shoal Creek & Rainey Street Districts	\$5/SqFt Bonus Area
	All other districts	\$8/SqFt Bonus Area
Office	All districts	No Fee
Hotel	All districts	No Fee

= \$0

(Development Bonus Fee)

at least **50%** to
Affordable Housing
Community Benefits Requirement

remaining %
select from full menu of
Community Benefits Requirements

\$0

\$0

to Affordable Housing Trust Fund
(permanent supportive housing)

Downtown Density Bonus: Residential Downtown



Development type	Downtown District Area)	Development Bonus Fee (\$/SqFt Bonus Area)
Residential	Core/Waterfront District	\$10/SqFt Bonus Area
	Lower Shoal Creek & Rainey Street Districts	\$5/SqFt Bonus Area
	All other districts	\$3/SqFt Bonus Area
Office	All districts	No Fee
Hotel	All districts	No Fee

×

= \$ _____
(Development Bonus Fee)

at least **50%** to
Affordable Housing
Community Benefits Requirement

remaining %
select from full menu of
Community Benefits Requirements

\$ _____
to Affordable Housing Trust Fund
(permanent supportive housing)

\$ _____
OR
onsite benefit

Downtown Density Bonus: Rainey Street District

Development Type	Downtown District	Development Bonus Fee (\$/SqFt Bonus Area)
	Core/Waterfront District	\$10/SqFt Bonus Area
Residential	Lower Shoal Creek & Rainey Street Districts	\$5/SqFt Bonus Area
	All other districts	\$3/SqFt Bonus Area
Office	All districts	No Fee
Hotel	All districts	No Fee



\$ _____

(Development Bonus Fee)

Bonus Area
(max. 15:1 FAR)

at least **50%**
to Affordable Housing
Community Benefits
Requirement

remaining %
select from menu of
Community Benefits
Requirements



5%
of units



\$ _____

\$ _____

Affordable Onsite
Units (80% MFI)

to Affordable Housing Fund
(permanent supportive housing)

OR
onsite benefit

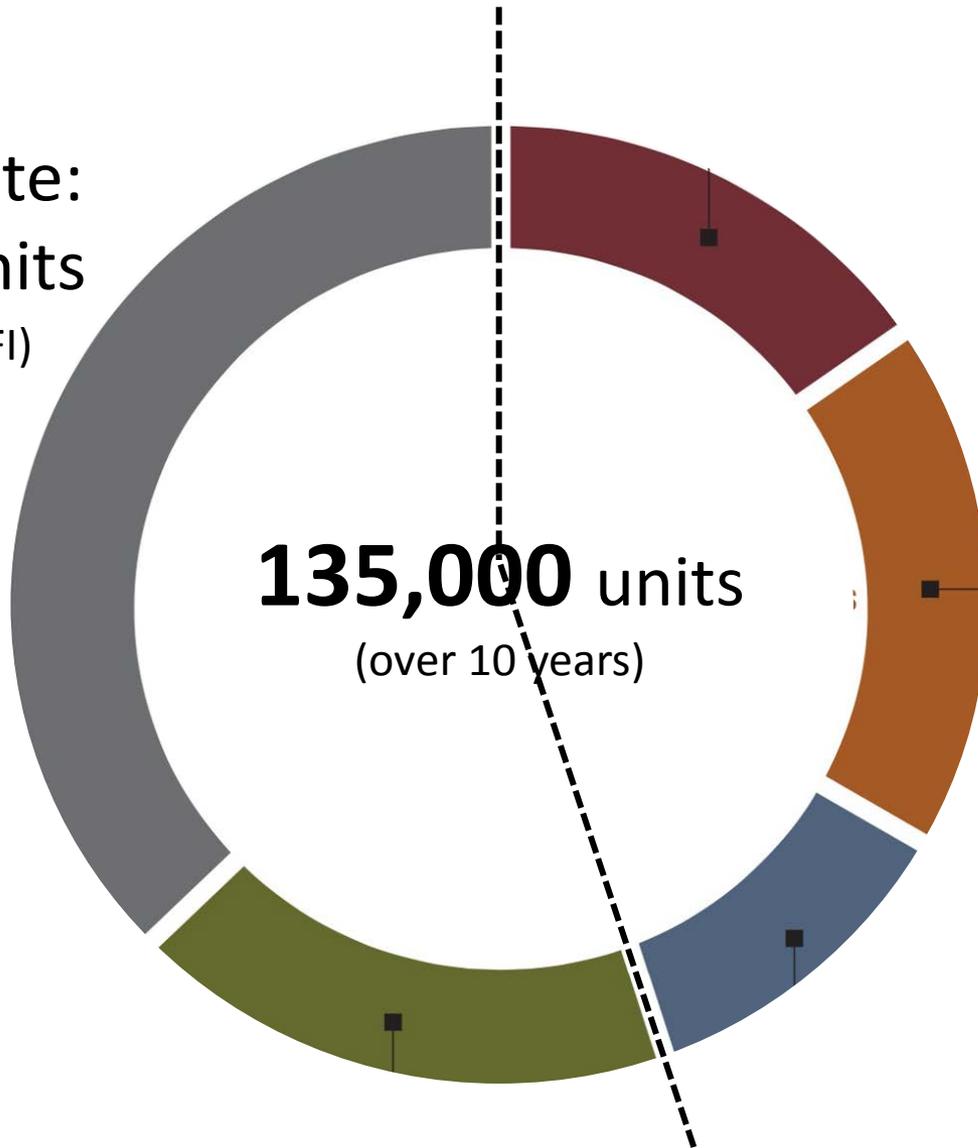
40' to 8:1 FAR

Current Entitlement (40')

Downtown Density Bonus + Austin Strategic Housing Blueprint

market rate:
75,000 units
(above 80% MFI)

affordable:
60,000 units
(at or below 80% MFI)



135,000 units
(over 10 years)

Downtown Density Bonus + Austin Strategic Housing Blueprint

market rate:
75,000 units
(above 80% MFI)

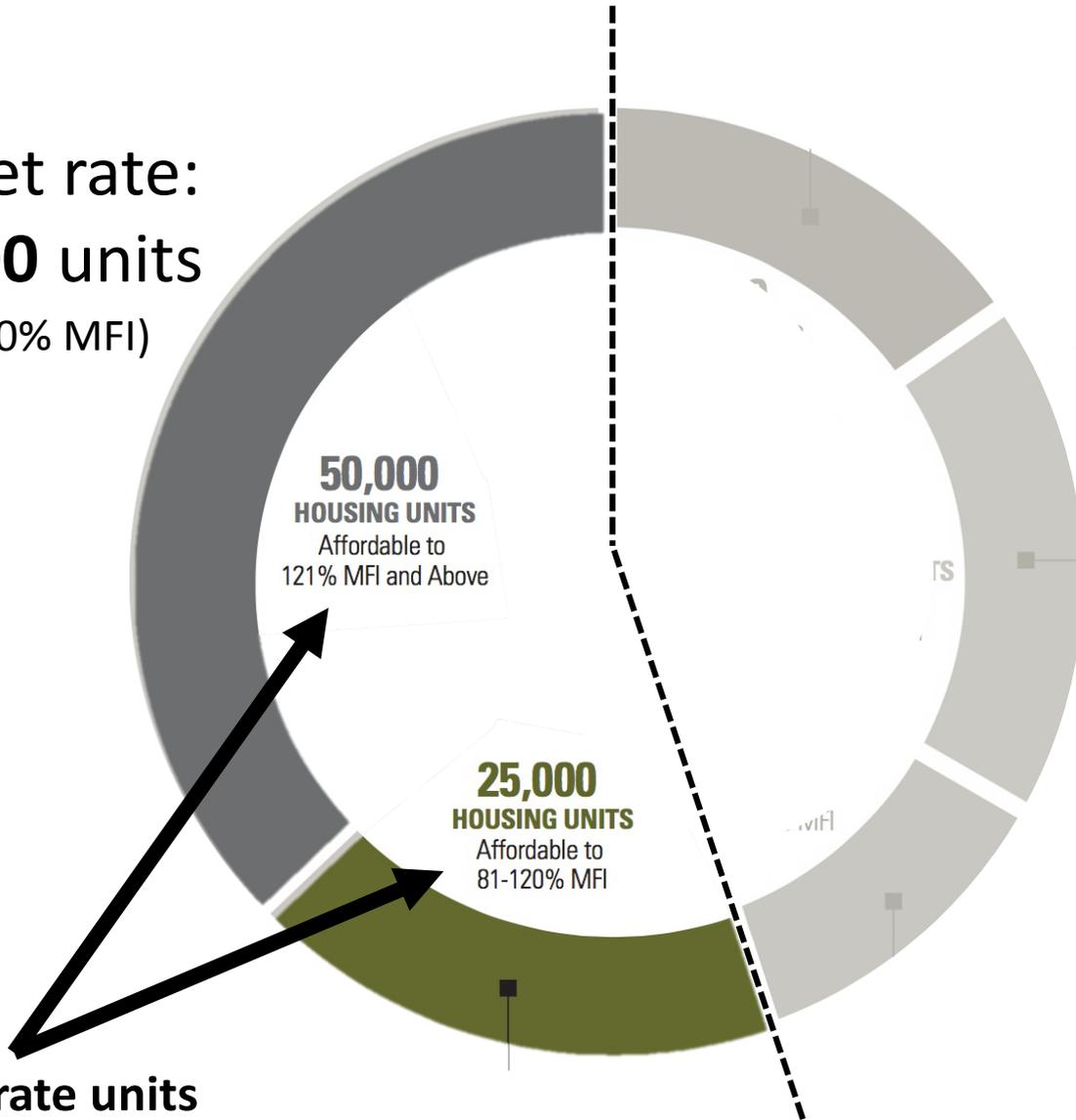
50,000
HOUSING UNITS
Affordable to
121% MFI and Above

25,000
HOUSING UNITS
Affordable to
81-120% MFI

75% of new units
within ½ mi. of Imagine
Austin Centers &
Corridors

56,250 units

Market rate units
(above 80% MFI)



Downtown Density Bonus + Austin Strategic Housing Blueprint

AMI maximums	income upper bound	Number and % of Renters		Number of rental units, 2012 ACS	% of rental units	Rental Gap
0-30% AMI	\$22,600	54,104	30%	13,895	7%	(40,208)
31-50% AMI	\$37,700	33,803	19%	69,808	37%	36,005
51-80% AMI	\$60,300	38,029	21%	71,057	38%	33,028
81-95% AMI	\$71,630	13,015	7%	16,995	9%	3,979
96-120% AMI	\$85,956	11,275	6%	10,226	5%	(1,049)
121-150% AMI	\$113,100	12,887	7%	6,630	4%	(6,258)
More than 150%	\$113,101	16,092	9%	-	0%	(16,092)
Total		179,205	100%	188,611	100%	49,614

Rental gaps at **lowest** & **highest** income brackets

Overall gap

Downtown Density Bonus + Austin Strategic Housing Blueprint

AMI maximums	income upper bound	Number and % of Renters		Number of rental units, 2012 ACS	% of rental units	Rental Gap
0-30% AMI	\$22,600	54,104	30%	13,895	7%	(40,208)
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More than 150%	\$113,101	16,092	9%	-	0%	(16,092)
Total		179,205	100%	188,611	100%	49,614

could rent/buy downtown



competition for more moderately priced units



rent "down"

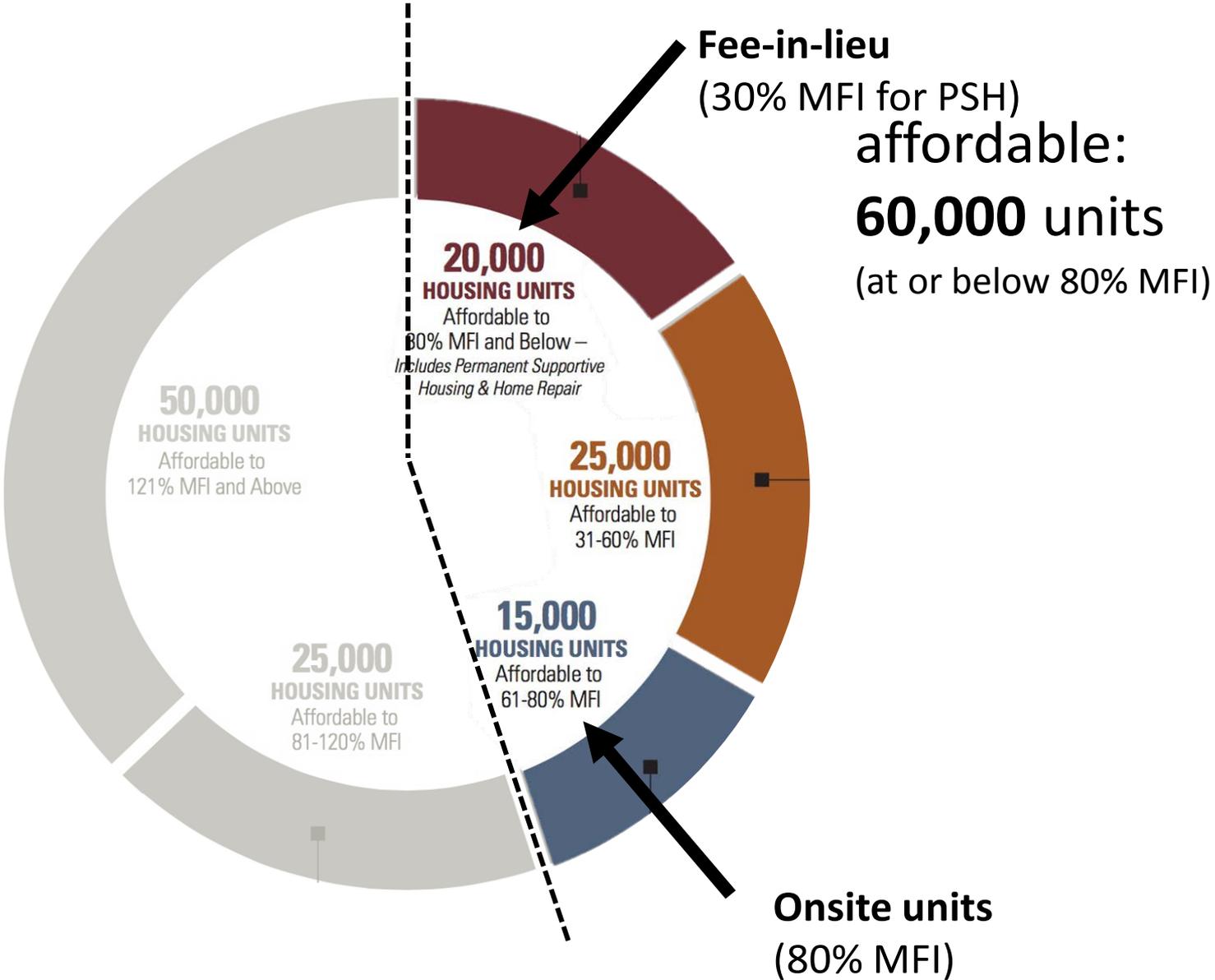


limited supply

Downtown Density Bonus + Austin Strategic Housing Blueprint

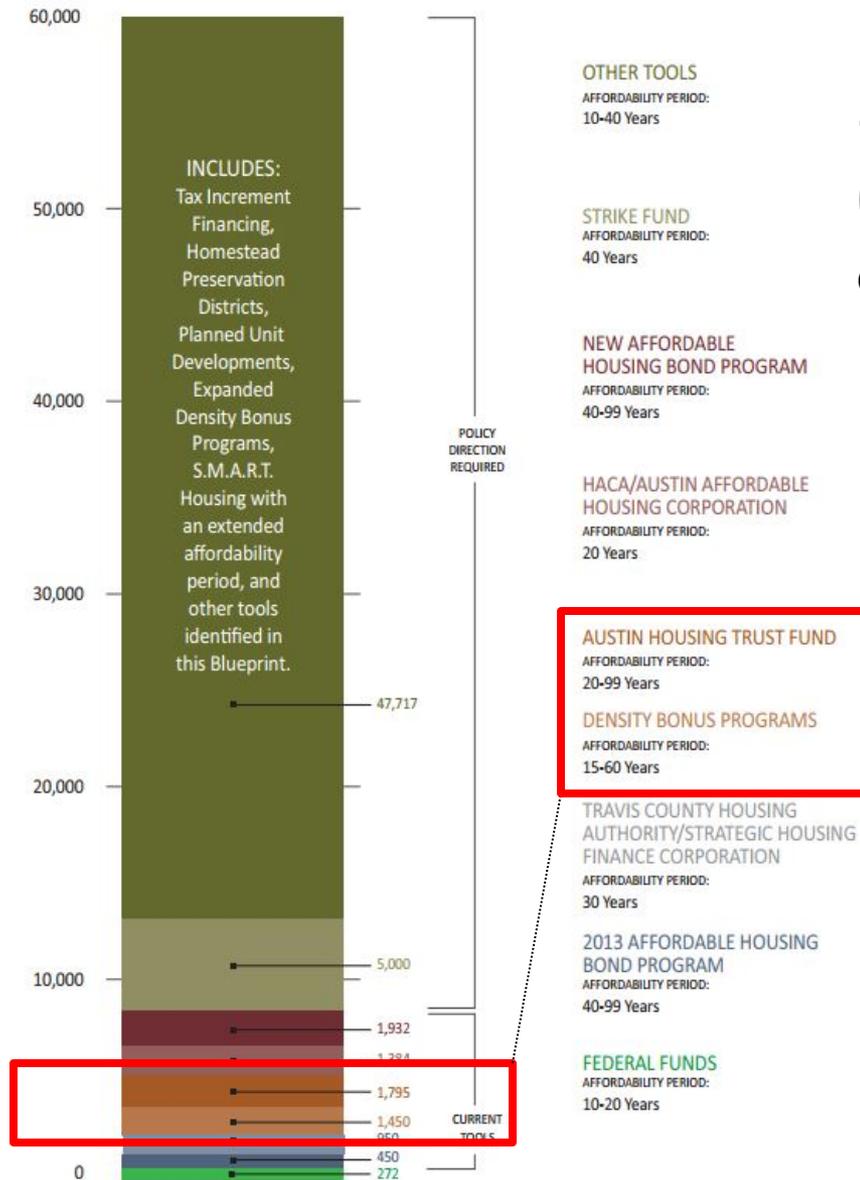
Market Rate (above 80% MFI)	Average Project (n=6)	Program Total (n=6)	City Goal: Market Rate	City Goal: 75% new units in IACP
Market Rate Units (Multifamily only, n=6)	~300 units	~1,500 units	7,000 units	5,625 units
	6 applications over 3 years		average needed per year, for 10 years	

Austin Strategic Housing Blueprint (2016)



Downtown Density Bonus + Austin Strategic Housing Blueprint

FUNDING MECHANISMS AND TOOLS FOR 60,000 AFFORDABLE UNITS
(UP TO 80% MFI) IN 10 YEARS



affordable:
60,000 units
over 10 years

← fees

← on-site
affordable
units

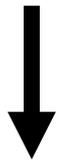
Austin Strategic Housing Blueprint (2016)

75%
of affordable
units should be
in $\frac{3}{4}$ mi. of
local, fixed
route transit

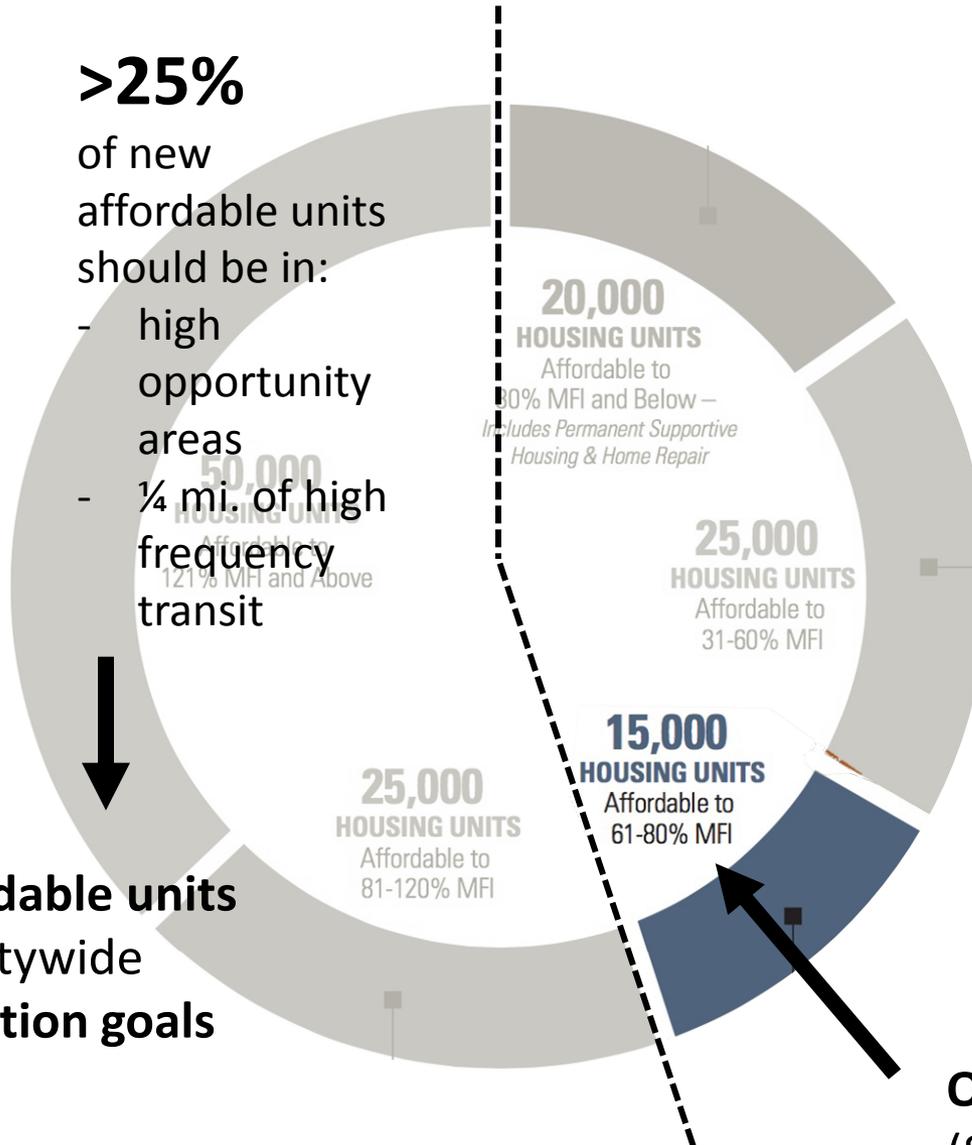
>25%
of new
affordable units
should be in:

- high
opportunity
areas
- $\frac{1}{4}$ mi. of high
frequency
transit

affordable:
60,000 units
(at or below 80% MFI)



Onsite affordable units
help meet citywide
housing **location goals**



Onsite units
(80% MFI)

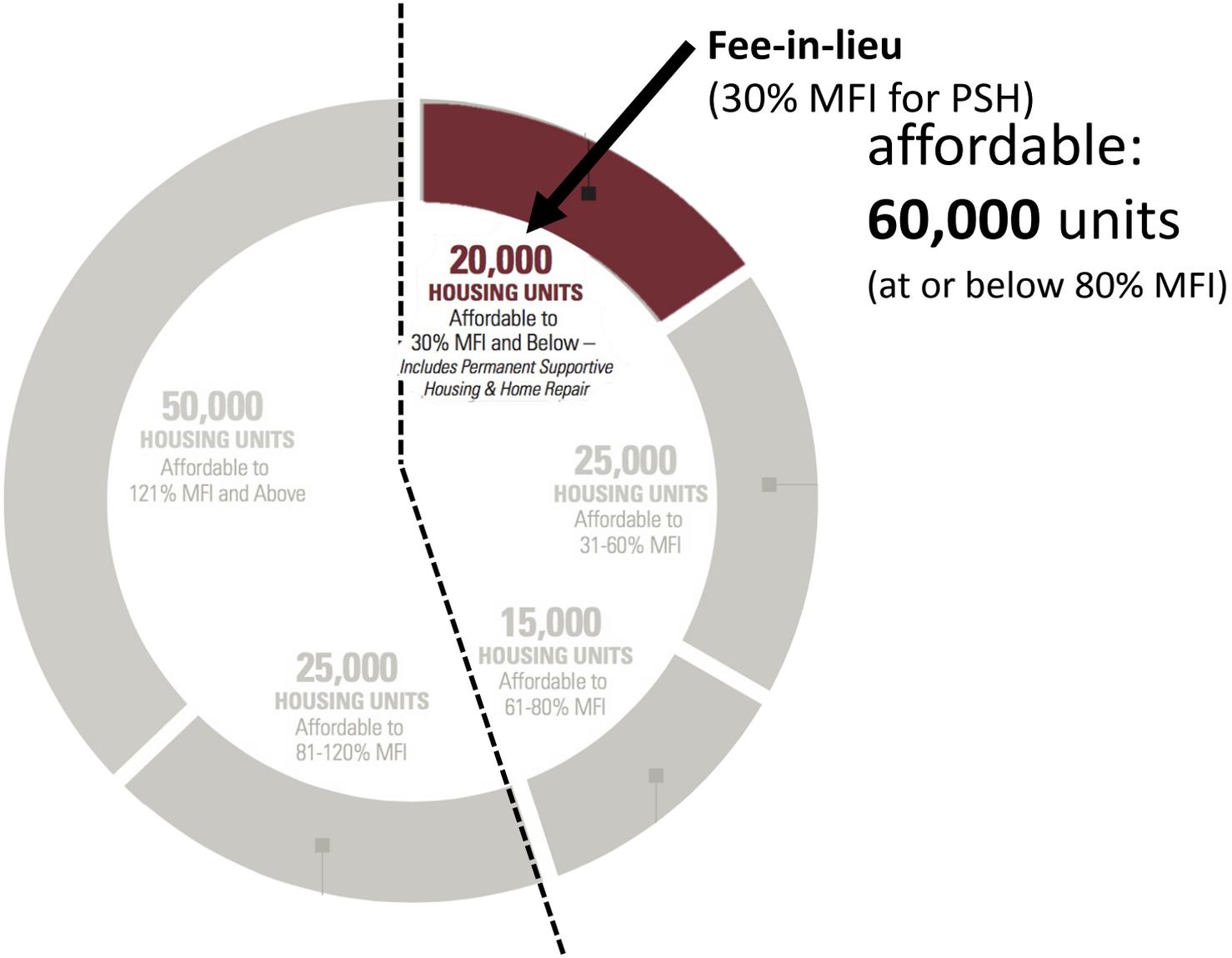
Downtown Density Bonus + Austin Strategic Housing Blueprint

Onsite Affordable Units (80% MFI)	Average Project (n=2)	Program Total (3 years)	Goal: All Density Bonus programs	City Goal: 61-80% MFI Affordable Housing	City Goal: 25% in High Opp.	City Goal: 75% in ¼ mi of fixed transit
On-site Affordable Units (Multifamily only, n=2, Rainey St. District)	7 units	14 units	145 units	1,500 units	1,500 units	4,500 units
Average per year, for 10 years						

Downtown is one of the **most expensive** places to **build** due to **high land prices & construction costs** due to building type (steel construction, high rise, underground parking).

Density bonus programs can provide **limited numbers** of **affordable** on-site units in **high opportunity areas**.

Austin Strategic Housing Blueprint (2016)



Fee-in-lieu
(30% MFI for PSH)
affordable:
60,000 units
(at or below 80% MFI)

20,000
HOUSING UNITS
Affordable to
30% MFI and Below –
*Includes Permanent Supportive
Housing & Home Repair*

50,000
HOUSING UNITS
Affordable to
121% MFI and Above

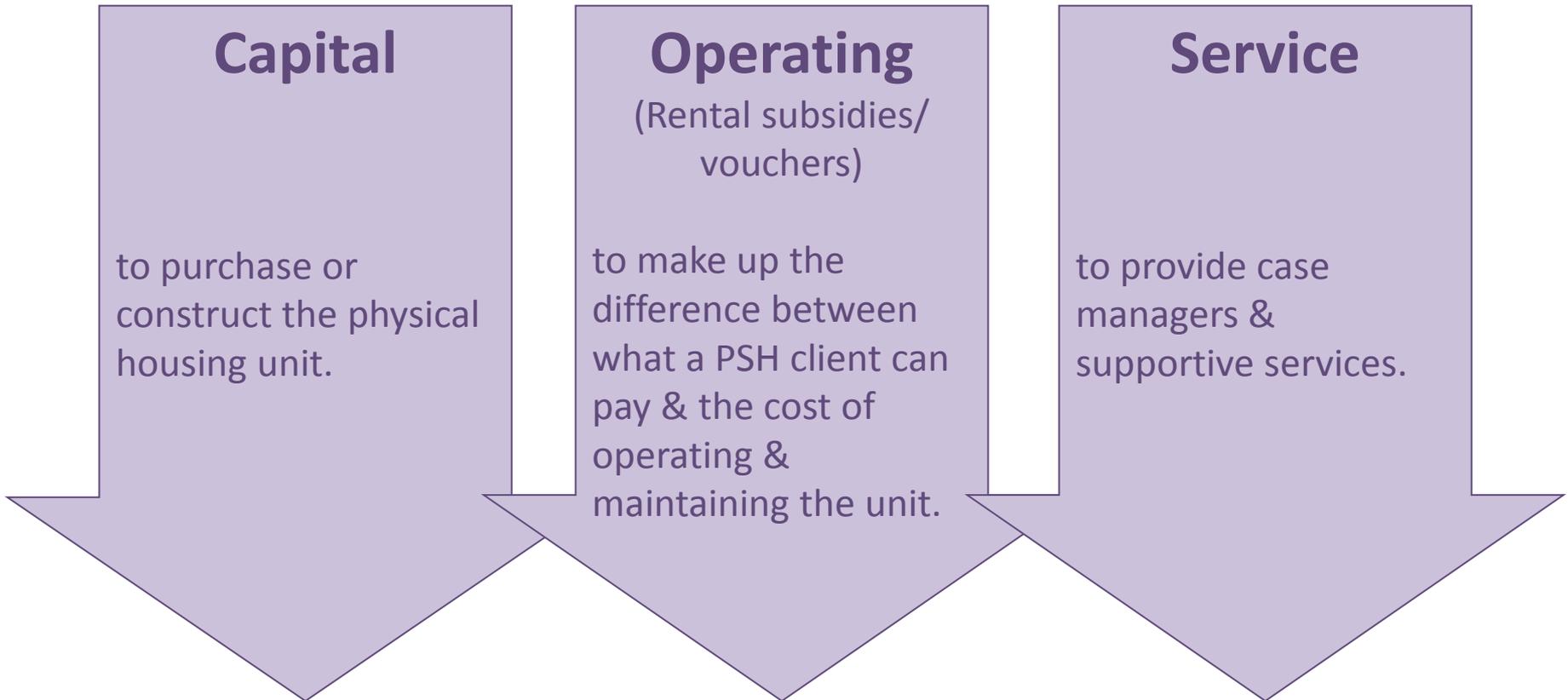
25,000
HOUSING UNITS
Affordable to
31-60% MFI

25,000
HOUSING UNITS
Affordable to
81-120% MFI

15,000
HOUSING UNITS
Affordable to
61-80% MFI

Downtown Density Bonus + Austin Strategic Housing Blueprint

3 Funding Streams for PSH Units



Downtown Density Bonus + Austin Strategic Housing Blueprint

Affordable Housing Fees (30% MFI)	Downtown Density Bonus Program		Permanent Supportive Housing (PSH)		
	Average Fees per Project	Total Fees Anticipated for Program	NHCD's funding	Estimated Capital Funding Needed	Cost to build a PSH project
Fee in lieu	\$1.0 M	\$6.3 M	\$80 K per PSH unit	\$45.5 M	\$5.5 - \$20.5 M

Multifamily only (n=6)

PART 3. Ten square feet of bonus area shall be granted for each one square foot of dwelling unit devoted to on-site affordable housing as defined in 25-2-586(E)(1)(a).

PART 4. The fee to be paid into the **Affordable Housing Trust fund** for each square foot of bonus area, as set forth in 25-2-586(B), is established in the Downtown Development Bonus Fee table in Figure 3.

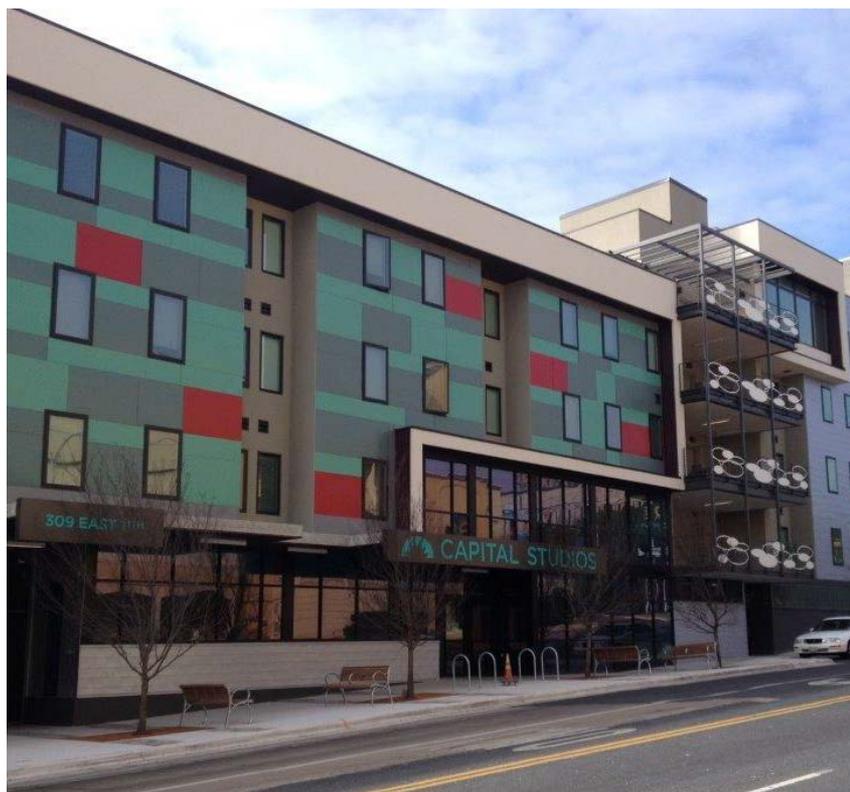
PART 5. Monies generated by the fee in Section 25-2-586(E)(1)(a)(ii) shall be prioritized for **permanent supportive housing** for low barrier approaches for the **chronic homeless**.

Permanent Supportive Housing Example

Capital Studios (San Jacinto & 11th St)

Foundation Communities

2014



- **\$20.5 million** to build
- **135 efficiency** units
- At or below **30% MFI**
 - \$428-712/mo. rent
- Services:
 - education, financial stability, and healthy living
- 1st affordable housing community built in downtown in 45 years

Permanent Supportive Housing Example

The Works at Pleasant Valley (N. Pleasant Valley & Lyons Rd)

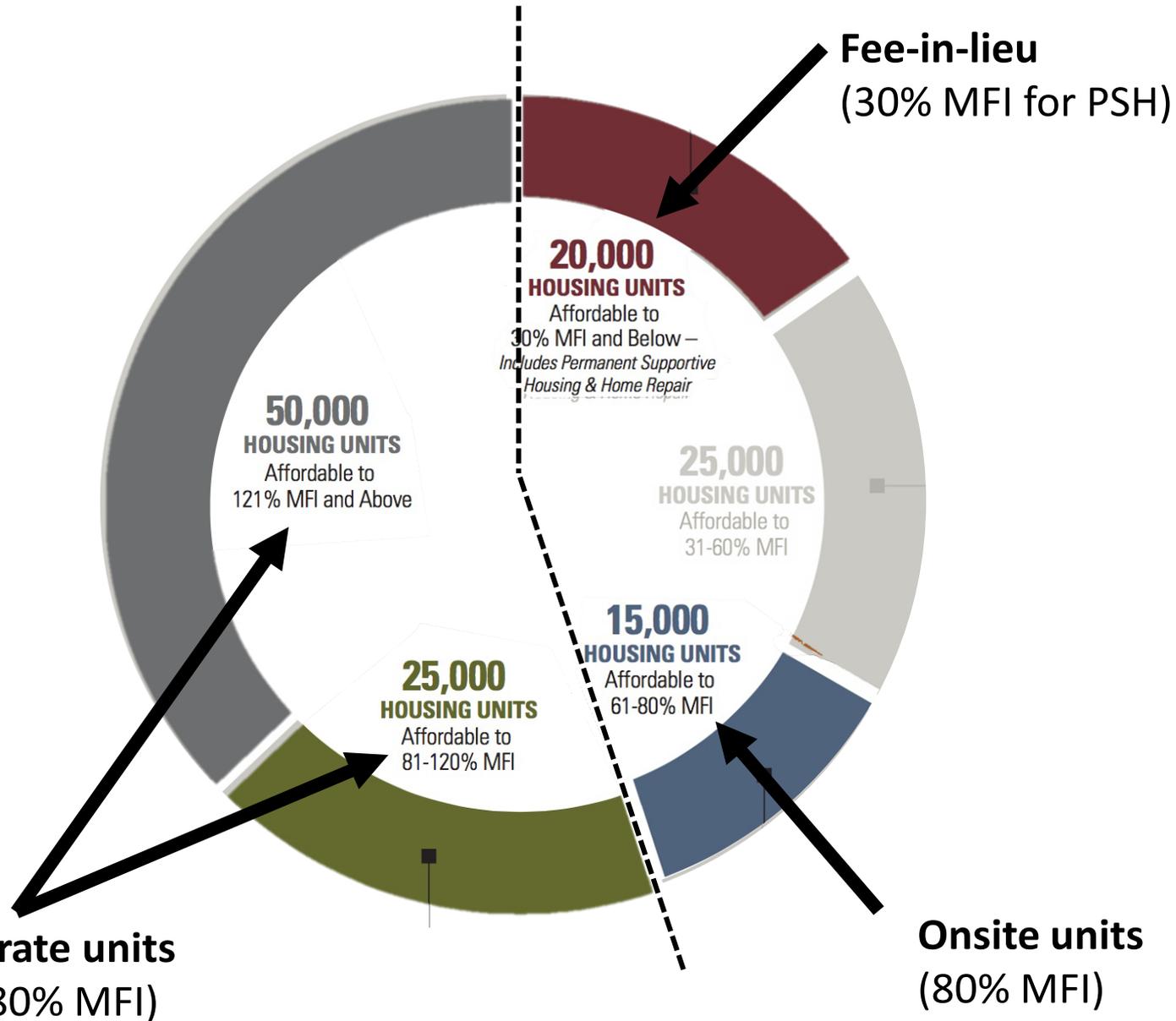
LifeWorks

2014



- **\$5,522,262** to complete (land + construction costs)
- Phase 1:
 - 42 units (0-3 BR)
 - **22** PSH units
- Services:
 - on-site case management
 - Independent Living Skills classes

Downtown Density Bonus + Austin Strategic Housing Blueprint



Questions?



Planning & Urban Design Working Group

Proposed Infrastructure Guidelines: Guidelines for Public Streetscape

Chair David Carroll

Reinforce Pedestrian Activity

Pedestrian related concerns are a priority in the creation of a successful urban environment. Tourism, conventions, and daily business all create pedestrian traffic. Currently, vehicular needs dominate the streetscape at the expense of pedestrians. In some areas, discontinuous sidewalks force pedestrians into the street to compete for space. Additionally, infrastructure projects frequently ignore the adjacent streetscape and pedestrian movement. Improved wayfinding tools such as signs and graphics together with continuous and adequate sidewalks would encourage walking.

Recommendations

- Appropriately wide sidewalks should be provided from corner to corner along all property lines.
- Sidewalks should not abut the street curb. Sidewalks extending on and of private property will meet at grade.
- Blocks without pedestrian connections should be identified and prioritized for sidewalk construction.
- Develop a Way Finding Master Plan which incorporates such tools as specialty pavements, signs and graphics to facilitate pedestrian movement.
- Encourage street vendors, sidewalk cafes, etc. – food attracts pedestrian activity.
- Infrastructure edifices should address the streetscape and reinforce pedestrian activity.

Avoid Conflicts between Pedestrians and Infrastructure

Infrastructure is frequently placed in the public right-of-way. This not only results in unsightly sidewalks, but creates conflicts with pedestrian traffic. Utility boxes and poles at street corners block pedestrian traffic in a place where continuity is particularly important.

The amount of power and communication wiring attached to poles in the right-of-way will grow as development fills in and service requirements increase. New utility upgrades and service to properties should be installed below ground. Above ground support for these services is discouraged to avoid clutter at the streetscape.

Recommendations

- Infrastructure connections should be located in the furnishings zone to avoid conflict with pedestrian movement in the right-of-way and maintain accessible routes.
- Placement of infrastructure should be considered as a design element and be clearly dimensioned on site plans - where the information is available.
- Above ground infrastructure should be visually compatible with other streetscape elements.
- Utility lines (wires) should be placed underground in the public right -of-way

Install Pedestrian-Friendly Materials at Street Level

As infrastructure meets the street it comes into contact with people in a very physical way. Close up, we are able to get much more information about a design or material than we can when it is high above the street. Here we are able to see it close up, to run our hands along the sides, see ourselves reflected in the shiny places and observe the attention given to the craft in the materials. We also have a tendency to attribute to a city the attitudes projected by its primary buildings. If these seem inhospitable, the city feels hostile. If they seem well built, the city seems strong and vital. If they seem cheap and temporary, it suggests that we don't care about the quality of our environment or the people in it. It is important that the materials and construction of our infrastructure provide a level of detail and quality which is physically and emotionally comfortable for the pedestrian.

Recommendations

- Building materials at street level should be pedestrian friendly and durable.

Guidelines for Buildings

Encourage the inclusion of local character

The necessity to integrate the various infrastructural systems that organize, construct and service the metropolitan landscape is of vital importance. Infrastructure should contribute to the creation of a vibrant public realm with superior public spaces. Best design practices have shown that integration provides benefits that are social, environmental and economic.

The design of infrastructure can either divide communities, or bring them together. Urban Infrastructure performs an important social role in the city, and proper consideration should be given to the role public space plays in the formation of an accessible and civilized urban landscape, one that serves the entire urban population.

- 1- Infrastructure should recognize the historic significance of important buildings and places.
- 2 - Culturally important places are constructed incrementally over long periods of time. This aspect can reinforce the authenticity of a place while providing the basis for contemporary urban lifestyles.
- 3 - Unique, memorable, distinctive, and humane is a strong economic force and a key element in the creation and nourishment of a healthy community.
- 4- The use of quality local materials is encouraged / local character should be included in the design.
- 5 - Avoid nostalgic reproductions, but to use the materials in a meaningful manner
- 6 - Encourage the participation of local artists and artisans in detailing and materials.
- 7 - Building design should exhibit a response to the local climate. Integrate shading structures to provide desirable areas for recreation
- 8 – Promote active use and public amenities where infrastructure project interfaces the public realm. Possibility for pocket plazas and/or cultural activities to be programmable in shared public space
- 9 – Maximize use of sustainable landscape and provide distinctive spatial definition and locality defining an indistinguishable identity to its context
- 10 - Defining the scope of compatible infrastructure infill development by reference to the existing urban environment, preserving local character reduces the likelihood of opportunistic short-term, erratic and/or rampant development driven by development pressures and controlled through a reactive planning approval system, which always comes at the cost of losing at least some community values and amenity.

Infrastructure Guidelines

Rough Draft

Prepared by : Aan Garrett-Coleman, ASLA, LEED AP

Date: 8-22-17

Enhance the Streetscape

Issue

The delicate balance of the safety, aesthetic desires and comfort of the pedestrian with the necessary streetscape infrastructure including automobile circulation, mass transit infrastructure, bicycle routes and bicycle parking, maintenance activities, signage for both safety and wayfinding, utilities, stormwater management including green infrastructure, landscape improvements (including waste receptacles, benches, lighting, art installations can be daunting. Most of these components present themselves in a streetscape condition on a regular basis and in some cases all these components in addition to use or site specific enhancements such as outdoor cafes or festival/parade streets. And; they must all share and “play nice together” in a relatively small space.

Recommendations

- Research the site and its contextual impact.
 - Dependent upon location, coordinate and research current and proposed City of Austin streetscape improvements that are contiguous, connected or in the area of the proposed infrastructure improvements
- Determine if there are existing site specific code requirements.
 - Incorporate into the streetscape any code required enhancements or components prescribed by code. (i.e. UNO District, Mueller Master Plan or Great Streets program)

- Contact Art in Public Spaces to determine if art is planned or consider incorporating art when it is feasible and/or desirable.
- Design for People
 - Whenever possible; create opportunities to activate the streetscape. (i.e. bus stops, outdoor café space, bicycle and baby stroller parking, comfortable, durable and safe seating, landscape for shade , heat island abatement, and critical aesthetic softening of the built environment to attract pedestrian use.
- Keep safety in mind
 - Provide lighting for safety to meet COA code requirements at a minimum. Make effort to insure that tree spacing and other vegetation are taking into consideration when calculating footcandles.
 - Protect the pedestrian and bicyclists from vehicular circulation with the use of bollards, curbs, and trees, etc.
- Select durable, resilient and environmentally sound products and materials
 - Design and specify materials that can be easily maintained and can hold up to vandalism and high-levels of use over time.
- Greet Infrastructure
 - The use of green infrastructure including rain gardens, bio swales/bio filtration strips, rainwater harvesting, porous pavement, etc. are highly encouraged as code allows.

Install Shade Trees, Understory Trees, and Native/Adapted Landscape Materials

Issue

Planting trees and native/adapted plant materials in an urban environment contributes to air quality, urban heat island relief, provides urban wildlife habitat and greatly enhances the overall aesthetic character of a site.

Dependent upon the site location and structure's function and context, landscape improvements can be utilized to either integrate, "celebrate", or promote interaction with infrastructure or it can be used to screen, mitigate the impact or

reduce the negativity (ie. Attractive nuisance, high-security, odor, negative aesthetic) of a structure or infrastructure improvement.

Recommendations

- Select the appropriate plant materials for the site
 - Determine whether the proposed infrastructure should encourage pedestrian interaction or viewing to either promote connectivity or views OR discourage connectivity and/or views (i.e. an electrical substation in a neighborhood may want to be screened to discourage pedestrian interaction or views; conversely a metro transfer station landscape would be designed to encourage connectivity and views)
- Provide a DEPENDABLE water source and horticulturally accurate planting conditions
 - Urban landscapes (even native landscapes) require a dependable water source (in some cases indefinitely) It is important to note that irrigation systems “do not provide water” unless they are controlled to do so. In other words; irrigation systems (preferably utilizing non-potable water) can provide back-up water so that precious mature urban landscapes are not lost in extreme drought conditions.
 - Adequate soil volume and quality of soil backfill are essential to the performance of an urban landscape especially urban trees. The use of silva cells (or similar products) are highly encouraged when space for planting volume is limited.
- Insure ADA compliance
 - Street Trees along ADA routes must be installed at a size adequate to accommodate a 72” minimum vertical clearance. (approximately 5” in caliper and approximately 14 ft tall at planting)
- Encourage planting designs that support environmental infrastructure
 - Specify resilient plants in green infrastructure solutions that assist in stormwater management and provide passive water quality through natural processes.
- Plant Tree species that are long-living; structurally sound (long term) and can withstand the radiant heat and brutal conditions of an urban setting and/or minimal maintenance.

- There are relatively few Central Texas shade trees and ornamental trees that are long-term survivors/thrivers in an urban environment. For a list of these trees; consult with the COA, Grow Green Program and Great Streets program lists of trees (however; avoid the temptation to specify Big Tooth Maple due to availability challenges)
- Protect trees and planting areas from pedestrian and vehicular damage
 - Durable edgings, tree guards, mulch rings, etc all work to provide protection from human activities and routine maintenance activities like weed-eating. Landscape shrub/groundcover areas can be protected from pedestrian damage by planting edgings or utilizing raised planter and pots.
- Be mindful of conflicts (utilities, structures, etc)
 - Trees and plants grow; therefore both initial installation size and long term
 - Often root barriers may be necessary to protect underground utilities or sidewalks/curbs/streets
- Coordinate with Site drainage
 - Landscape design should support and be coordinated with site drainage.
- Restore a native/naturalized/restored landscape (if possible)
 - A native, restored landscape that is allowed to “brown out” (go dormant) in drought and winter conditions is the most sustainable landscape achievable . A native/undisturbed or native/restored landscape contributes to the preservation of the nature and character of the Austin landscape.
 - Often these landscape opportunities are not achievable in an urban setting (especially small spaces) however; the goal of every landscape installation should be to get as close as possible to achieving as many of these characteristics as possible

Minimize Curb Cuts

Issue

The safety and comfort of people walking on a sidewalk is of greater concern than the convenience of a driver; pedestrians are the primary concern. Every time a car crosses the sidewalk there is a potential danger and inconvenience to the pedestrian. For this reason, places where cars cross the sidewalk should be minimized.

Values Supported

Values Supported
Dense Urban Character
Safety

Recommendations

- Curb cuts should be minimized, and concentrated at mid-block.
- Development downtown should place curb cuts at original alley locations where possible.
- Specialty pedestrian paving, such as pavers, should continue at a level walking surface across mid-block curb cuts.
- Overhead cover should continue across curb cuts where possible.

FIND OR TAKE FOTO

ISSUE

Protecting the safety and comfort of all pedestrians is a priority; any convenience for the driver is secondary. Whenever a vehicle crosses a sidewalk (at a curb cut) pedestrians are at risk of potential danger or inconvenience. Therefore, curb cuts should be minimized.

RECOMMENDATIONS

- Minimize curb cuts.
- Place curb cuts at original alley locations where possible.
- Install specialty paving, such as textured/colored pavers, at curb cut sidewalk locations to warn drivers of pedestrians crossing.
- Provide continuous overhead cover at curb cuts.
- Curb cuts are generally safer when farther away from street intersections, but for large-scale developments, which include large parking garages, curb cuts are preferred closer to intersections so as not to disturb pedestrian activity in front of the building.
- Design parking garage entries so curb cut is minimized and queing is provided within garage and not on the public right-of-way.

THIS NEW TEXT AND A LATER
SELECTED FOTOS INTENDED
TO BE REFORMATTED AFTER
A TEMPLATE IS SELECTED, OR
ARE WE USING
ORIGINAL FORMAT?

Provide Pedestrian-Scaled Lighting

Values Supported Issue

Humane Character
Safety

Light quality can strongly affect the character of a place. Harsh light creates an environment which seems inhuman, while too little light creates an environment which feels unsafe.



Streetlights set to the scale of the pedestrian create a comfortable space where people feel safe.

The size and scale of lights and light poles will also impact the character of the streetscape. Light fixtures scaled to the movement of cars will suggest to pedestrians that they are in a car's environment and that they may not be safe.

Both the scale of fixture and type of lighting can easily create the sense that the sidewalks—and all of downtown—are the domain of the pedestrian.

Recommendations

- Urban Streets should be lit by pedestrian-scaled fixtures emitting warm light.
- A minimum of 1 foot candle of warm light should be provided in all space between the building face and the curb along all streets.
- Lighting may be provided through the use of pedestrian-scaled pole fixtures, or fixtures may be attached to the face of the building. The type and size of pole fixtures should be as consistent as possible along a single block.
- The City of Austin is encouraged to create a set of recommendations for street lighting, outlining areas where a consistent character should be maintained, and describing that character.

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ISSUE

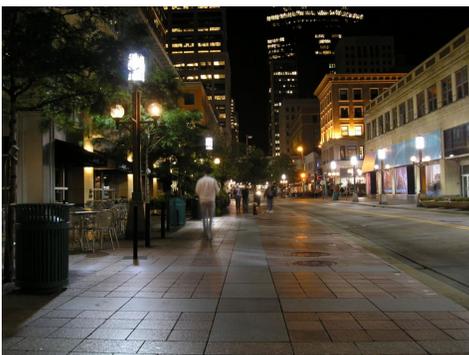
The quality of lighting has a strong effect on the character of a public space. Harsh lighting can be inhuman, while dim lighting can create a sense of insecurity and danger.

Light fixtures must be sized/scaled to be pedestrian friendly, not automobile friendly, which will encourage more pedestrian activity on our streetscapes.

The security and safety of well designed streetscape lighting is vital for the public areas to be the domain of the pedestrian, and not the automobile.

RECOMMENDATIONS

- Utilize pedestrian-scaled fixtures emitting warm light at all public streetscapes.
- Provide a minimum of one foot-candle or warm light between building face and curb at all public streetscapes.
- Provide uniform consistency with light fixtures and their placement along a single block. The Great Streets Master Plan will influence fixture type and placement for many projects.



Screen Mechanical and Utility Equipment

Values Supported

Humane Character
Economic Vitality

Issue

Mechanical equipment is necessary to the function of the buildings which comprise a successful city center. Unfortunately, space must be found for components that are sometimes large, noisy and unsightly. Mechanical equipment, particularly when added after the building is in use, can interrupt the streetscape and public views, decreasing the comfort and livability throughout the area. The same care should be applied to other utilities and dumpster/trash facilities.

ADD PHOTO

Recommendations

- Mechanical equipment should be screened from view and located away from the street edge.
- Particular attention should be given to mechanical equipment at street level. This should be screened in a way appropriate to the streetscape.

THIS NEW TEXT AND A LATER SELECTED FOTO INTENDED TO BE REFORMATTED AFTER A TEMPLATE IS SELECTED, OR ARE WE USING ORIGINAL FORMAT?

ISSUE

Mechanical equipment takes up a large area of a building, and is usually located at the "back-of-house" where it's best suited, since the equipment is usually noisy and unattractive and generally obtrusive. Therefore, this equipment should not be located along the public streetscape side(s) of the building.

RECOMMENDATIONS

- Avoid locating mechanical equipment along the streetscape side(s) of the building.
- If mechanical equipment must be located along a streetscape, provide an aesthetically pleasing screen that hides the equipment from view and blocks any noise produced by the equipment.
- Avoid equipment locations where periodic service for the equipment does not interfere with, or endanger adjacent pedestrian activity.